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OFFICIAL PROGRAMME.

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News

British Bus order Sprints

Coachbuilder Walter Alexander has announced a repeat order for its Sprint minibus body from British Bus. A total of 66 bodies will be acquired, 51 for Mercedes Benz 709D 29 seat application plus a further 15 for mounting on 811D chassis cowl which will have 33 seats. Twenty one of the new minibuses will be operating with Midland Red North, fifteen with Midland Fox, and ten each for Derby City Transport, North Western and Crosville Wales.

Yorkshire Traction buys Sheffield Omnibus

Yorkshire Traction has confirmed its acquisition of Sheffield Omnibus which was owned by Basichour. The company operates almost 90 vehicles in and around Sheffield.

Yorkshire Traction's chairman and managing director, Frank Carter, commented, 'The acquisition will improve our strength in South Yorkshire and Sheffield in particular. The will be no immediate changes to the operation or any rationalisation until we have had time to sit back and study the situation. It is likely that there will be some integration of the business with our other concerns in the area. Until that time, both the company's working directors, Ian Dyson and Mark Anderson, have agreed to remain in place, but both will be leaving Sheffield Omnibus in due course.'

WMT staff accept National Express offer

Employees at West Midlands Travel have voted overwhelmingly in favour of the proposed merger between the company and National Express Group. Some 95% of the staff cast their votes and 85% were in favour. Both parties must now await the results of acceptances to the formal offer to WMT shareholders which closes on 25 April. A figure of 95% acceptance is required for the offer to become unconditional. Both sets of shareholders must also approve the merger at separate EGMs on 20 April and 24 April for WMT and National Express respectively.

Renault V.I. returns to profit

Renault Vehicules Industriels Group has reported operating profits of FRF162 million and pre-tax profits of FRF23m for 1994. The recovery in Europe's market for commercial vehicles over five tonnes, up 7.3% in the second half of the year, and a boom in North American sales, where its Mack Trucks subsidiary recorded a 20.6% increase in Class 8 heavy commercial vehicle sales, are claimed to be the main influences on Renault's improved fortunes.

CISA to launch Industry helpline

CISA, the Coach Industry Suppliers Association is launching a telephone helpline which will offer free advice on coach and bus industry matters. For the cost of a phone call, operators can gain information and advice on many subjects including legal, insurance, engineering and travel. Details of the helpline will be released shortly but anyone requiring further information is asked to contact Allister Collings at Somers Vehicle Lifts. Telephone 0121-501-1077.

Training award for Thames Transit

Thames Transit has been awarded one of the top prizes in the Thames Valley Business of the Year Awards 1994. The company gained the silver trophy for second place in the training standards section. Eleven other companies were competing for the top position and Thames Transit was commended for its training in customer care, NVQs for drivers and controllers, its internally run training courses and its commitment to the Investors in People scheme. The award was presented to Gordon Bishop, Thames Transit's quality control manager, at a gala dinner which was held at the Heathrow Marriott Hotel.

Upgrading for Oxford Tube

Thames Transit has upgraded its 24 hour Oxford Tube express coach service which links Oxford with London. Four new Berkhof bodied Volvo B10Ms have been acquired and these feature four double seats with tables and lamps fitted to make life easier for commuting business passengers. TV screens are mounted at the front of each coach to give up-to-date travel information and there are hot drinks facilities as well as a refrigerator.

Linked with the launch of the new 'Executive' coaches is the Oxford Tube Taxi Service. Passengers arriving in Oxford, particularly at inconvenient hours, who require a taxi to complete their journey need only inform the driver about which stop they wish to leave the coach and he will arrange a taxi to collect them. The scheme operates in conjunction with ASP of Oxford and is available on services arriving between 10.40pm and 5.10am.

VCS Appointments

Two new London Transport appointments have been made at Victoria Coach Station. Peter Ward has become operations manager, a promotion from his post as assistant commercial manager, and Terry Barnes takes on the post of assistant operations manager.

Peter Ward is 47 and first joined Victoria Coach Station in 1966 as a traffic clerk. After the formation of the National Bus Company he became information officer and later tours superintendent. He left the industry for a while but returned in 1986 and joined the Dial-a-Ride service where he eventually became regional manager south.

Terry Barnes is 51 and joined the industry as a driver at the Bow garage in the 1960s. He became an inspector and then assistant operations manager at Ash Grove before moving to London Forest Travel as press and PR manager. Latterly he has been area manager east for Bus Passenger Infrastructure.



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Registration

SMMT FIGURES MARCH REGISTRATIONS BUSES & COACHES

Manufacturer	MARCH 95	MARCH 94	YEAR TO DATE 95	YEAR TO DATE 94
BOVA	2	6	11	12
DAF BUS	32	8	58	19
DENNIS	150	101	334	220
IVECO FORD	1	0	1	0
MAN	4	12	13	18
MERCEDES BENZ	1	1	3	1
OPTARE	12	10	36	42
RENAULT	1	0	1	1
SCANIA	27	8	75	19
VOLVO	148	151	466	295
OTHER BRITISH	0	4	5	8
OTHER IMPORTS	7	21	28	46
TOTAL BRITISH	178	141	468	402
TOTAL IMPORTS	207	181	563	279
GRAND TOTAL	385	322	1031	681

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News

London: Marches and demonstrations

Advance warning of possible disruption from events in London has been issued by the Metropolitan Police Coach Advisory Service.

15 April, International Day of Action against McDonalds. No march announced but all stores could be targets for demonstrators.

17 April, march by Youth CND. Approximately 500 people are expected to march from Marble Arch to Westminster Central Hall via Piccadilly, Haymarket and Whitehall.

22 April, Pro-Life Chain by the Society for Protection of Unborn Children. From 11.00am to 1.00pm, 3000 people are expected to leave from London Bridge, using various streets, and to link up at King William Street for a silent static demonstration.

29 April, Apprentice Boys of Derry annual march. Some

400 to 500 people will march from Lincoln's Inn Fields along Kingsway, Aldwych, Strand, Whitehall, Parliament Street, Parliament Square, Broad Sanctuary, Victoria Street, Grosvenor Gardens, Grosvenor Place, Hyde Park Corner, Park Lane and Marble Arch. It is unlikely that roads will be closed.

6, 7 & 8 May, VE Day Celebrations. Permits are required for entry to Hyde Park. Supply is limited and operates on a priority system. Permits are available from Unusual Services Ltd, 4 Dalston Gardens, Stanmore, Middlesex HA7 1DA. They require the following information: company name and address; make-up of group and name of organisation; day and date of visit or visits; number of coaches on each day; estimated arrival and departure time of each coach;

and a stamped self addressed A5 envelope. Park Lane will be closed Northbound on the Sunday afternoon between 2.30pm and 4.30pm for visits by state dignitaries. Park Lane may also be closed at unspecified times should the Police deem it necessary for public safety reasons.

Scania results

End of year figures released by Scania indicate a 24% increase in group sales to SEK 31,500m. of this SEK 24,600m was attributed to sales abroad. The group's operating income after depreciation rose to SEK3,589m from SEK 643m in 1993. Sales of heavy trucks into Europe, a figure which includes bus and coach, showed an improvement of 17% to 133,300 units.

Designed for London Exhibition

A new exhibition 'Designed for London' is to open at the London Transport Museum in Covent Garden on 25 May. It explores LT's use of design throughout the century in its vehicles, publicity, architecture and corporate identity. This includes the development of the LT logo, Frank Pick's introduction of poster advertising, Harry Beck's

Underground map, the Routemaster bus and 1938 Tube stock. A book, also entitled Designed for London, has been produced to accompany the exhibition which chronicles 150 years of London Transport design. It is available from the museum and leading bookshops, priced £19.99.

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Introduction

The UK Coach Rally

Saturday 22 & Sunday 23 April 1995

With plenty of entries, excellent trade support including the UK debuts of several new vehicles and a rare chance to see the 15 metre coaches which are increasingly popular on the continent but not yet allowed over here, the 1995 UK Coach Rally is definitely not one to be missed. Now firmly re-established at Brighton after last year's very successful Ruby Rally, after which we returned home with suntans, the UK Coach Rally is the springboard to the coaching season, a chance to get out and meet other operators before the season starts in earnest. And if you're looking for a new vehicle, it marks the best opportunity this side of October to see a broad range of possibilities at one time.

Last year's winners, Dudley Haynes of Banstead Coaches and Beavis Coaches of Gloucestershire with their Scania K113CRB Irizar Century, are coming back to defend their titles. The standard they set was a high one and there are many keen to try and do better which will ensure the fierce and friendly competition for which the Brighton Rally is famous.



Some of the entries for last year's 'Ruby Rally'.

Many of the old favourites will be there, but there is always plenty of scope for new ones to emerge and join the illustrious concerns and individuals whose names already adorn the impressive array of silverware.

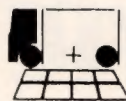
As you will see from the Programme of Events, the starting point for the road route is Road Chef's Clacket Lane Service Area on the M25 motorway, no doubt somewhere already familiar to many readers. Between there and Madeira Drive the driver and navigators skills

will be thoroughly tested. Once at Brighton there are specially designed courses to further sort the boys and girls from the men and ladies. We have not yet had a lady win the Coach Driver of the Year title, but this could be the year it happens.

Successful though last year's Rally was, there were criticisms of a few aspects of it, notably the arrangements for the judging of the Concours d'Elegance and the time required for the final drive-offs on the Sunday afternoon. Rally organiser

Paul Cousins and his team have taken the points raised on board and have come up with a few significant changes which they are confident will make the proceedings even more enjoyable for those taking part and watching. This year the judges will walk along lines of coaches parked in echelon to make their deliberations which should reduce the amount of shunting required of drivers and overcome some of the difficulties experienced in 1994. For the driving finals the number of manoeuvres has been reduced, which will speed up the proceedings, and there will be a separate drive-off for the best mini-coach drivers for the Mini-coach Driver of the Year title.

Trade support is vital to the success of the Rally, because without the money paid by exhibitors for their stands it would not be possible to stage the event at all. Full details of what is expected to be on display can be found in the Exhibitor Guide on the following pages so I will limit my comments here to those vehicles which visitors will not previously have seen.



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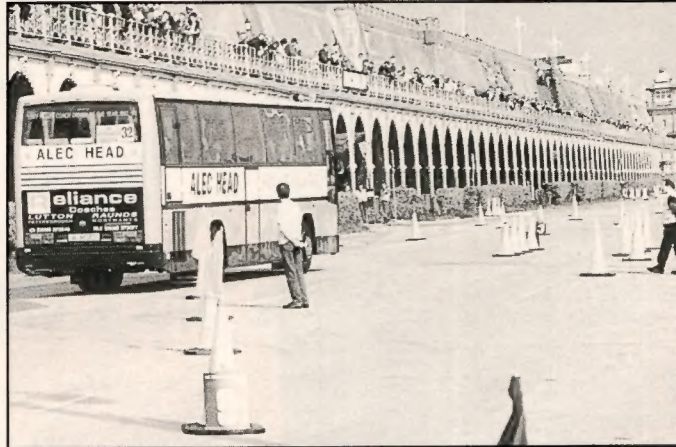


VOLVO

Introduction

The appearance of Van Hool's new Eos 233 is a real scoop because this 13.5 metre vehicle is not only a first for the UK it is a world first! Powered by an MAN engine it offers the tempting combination of a 57 seat capacity and plenty of legroom for everyone. Slightly longer at a full 15.0 metres is Berkhof's Excellence 3000 on a DAF SBR3015 chassis, one of an extensive range of 12 to 15 metre coaches from the Dutch manufacturer. Jonckheere are also hoping to have something special in attendance, a Volvo B12T with Deauville 65.15 coachwork to an overall length of 14.8 metres. Watch out for all three coaches in a special demonstration on Sunday during which they will show how longer coaches are far more manoeuvrable than you might imagine.

DSB Sales have recently started importing Portuguese built Marcopolo coaches on Dennis Javelin chassis and such a vehicle will be the first of its kind that most operators have seen. New from Iveco



Tony Head competing in last year's Rally.

will be a version of the Countrybus chassis with 35 seat midicoach bodywork by the Spanish manufacturer, Indicar. Scania's K113CRB with Irizar Century body attended its first UK Coach Rally last year and won the Coach of the Year title and this year another new product from the same stable is being unveiled in the shape of a 3.7m high version of the Century on the three axle Scania

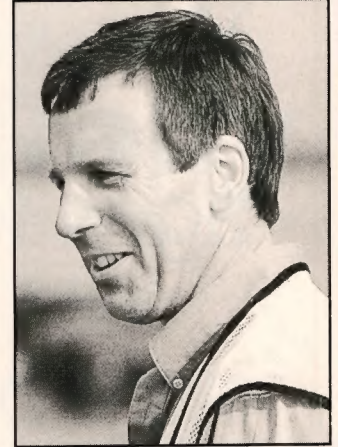


There's plenty of silverware to be won.

K113TRB chassis. Another new product for the UK is the Berkhof Excellence 1000LD bodied Scania K93CRB.

Though this is a coach rally, bus interest will also be considerable on the trade stands with debuts including the Optare Prisma Mercedes Benz 0405 and Marshall's latest version of its C37 body for the Dart while Dennis will show how low buses can get these days with a low floor Lance SLF.

So there you have it, Brighton is the place to be for the weekend, whether you are competing, exhibiting, looking to buy or simply out to meet up with old friends. If you need to know more about last minute entries, if you haven't yet bought your din-



Rally organiser - Paul Cousins.

ner & dance tickets or you would like more information about any other aspect of the rally, contact the organisers, Ann and Paul Cousins of Coach Displays Ltd at 49 Maple Road, Hayes, Middlesex, UB4 9LR. Tel: 0181 842 0056, Fax: 0181 842 0070.

I'll be there with the rest of the Bus & Coach Buyer team so I look forward to seeing you on Madeira Drive!

Stuart Jones

Stuart Jones, Editor.



Boons are a regular entrant at Brighton and will be there again.



One of the vehicles scheduled to compete is this B10M Excilibur of Dodsworths, seen nearing completion at Scarborough.

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Exhibitors Guide

Stand Guide

Exhibitors are in alphabetical order

AK Carpets

Harry Law will be marketing a range of carpeting materials including traditional poly-rib and coconut matting. These will be supported by a collection of interior trim fabrics which the company imports from Italy and have proved popular with a number of minicoach converters.

Autobus Classique

Autobus Classique will be showing a Classique conversion based on a Mercedes Benz 711D. The new minicoach has been designated as the company's official demonstrator and has been equipped with 24 Richards & Shaw Kustombilt Capri seats, large drop-well boot, parcel racks, rear saloon heater, Blaupunkt audio system, soft trim plus a moquette centre stripe, two roof hatches, a Wellman Peters single glider entrance door and a full skirt kit.

AVE Berkhof

AVE Berkhof anticipate being able to show up to four coaches. Although last minute changes may have to be made, the plans include: an Excellence 1000 LD Volvo B10M for Mainline Holidays; an Excellence 1000 LD DAF SB3000; an Excellence 1000



Bob Vale's support for the event is as strong as ever. Bob's sales staff, 'The B Team' will be joining him on Madeira Drive.

LD Dennis Javelin GX290 for The Londoners; and an Excellence 3000 bodied 15 metre coach which is based on a DAF SB3015 chassis. The specification of the 12 metre coaches is very similar. In general they have 51 Vogel reclining seats, rear sunken toilets and rear continental doors. The 15 metre vehicle, which will be taking part in a display of the manoeuvrability of 15 metre coaches on the Sunday, has integrated air conditioning and a theatre style sloping floor which offers all passengers a good view. In addition Scania Coach Sales will display a K93CRB with Excellence 1000LD body.

Bob Vale Coach Sales

An MAN 10.180 Caetano Algarve will act as Bob Vale's display and hospitality unit. The coach was acquired new in 1990 by Limebourne and has just been sold to Brandon's Coaches. It is equipped with 28 reclining seats, rear toilet, servery, drinks dispenser and a TV/video system. Bob will be supported by his usual 'B' team which includes wife Sue, Mick O'Connor and Reg Crowe. They will be delighted to meet customers old and new and will have a portfolio of coaches currently available for sale.

Bus & Coach Buyer

We won't actually have a stand on Madeira Drive but members of the team will be present throughout the weekend and look forward to meeting you.

SJ Carlton

A high-floor 3.8m Neoplan Cityliner is the centrepiece of SJ Carlton's exhibit. Shown in the Hallmark livery, it will feature 48 reclining seats, air conditioning, TV/video installations, centre sunken toilet, and a full kitchen with fridges, water boilers and microwave ovens. Joining the Cityliner will be either a Skyliner for Flights of Birmingham or a Transliner GX, the Dennis Javelin GX mounted coach with which Carlton have enjoyed considerable success this year.

Chapman Stevens

Chapman Stevens, the coach insurance specialists, are making a welcome return to the UK Coach Rally. Brian Chapman and members of his team will be welcoming visitors aboard the Travellers Setra Diplomat, a former Coach of the Year, which will be used as a display unit. New insurance schemes have been launched for 1995 and full details will be available all weekend.



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Salvador Caetano

NEW VEHICLES

Available from Stock or Early Delivery:

VOLVO B10M	ALGARVE II, 3.5 Metre	49/53 recliners, centre toilet, double glazed
MAN 18.370	ALGARVE II, 3.5 Metre	49/53 recliners, centre toilet, double glazed
DENNIS JAVELIN	ALGARVE II, 3.35 Metre	53 recliners or 57 fixed seats, double glazed
MAN 11.190	ALGARVE II	35 recliners, double glazed, continental door
TOYOTA	OPTIMO III	18 and 21 seat GL
TOYOTA HI-ACE	CAETANO LUX-ACE	11 seat, PSV conversion

USED VEHICLE SELECTION

1990(G) VOLVO B10M	ALGARVE 3.35	49/53 recliners, executive spec
1990(G) MERCEDES 0303	CHARISMA	49/53 recliners, exec spec
1990(G) DAF SB 2305	ALGARVE (LOWDRIVER)	53 recliners, courier seat, power door
1989(F) DAF SB 2305	ALGARVE 3.35	53 recliners, courier seat, power door
1988(PP) DAF MB 230	ALGARVE 3.5	51 recliners, toilet, berth
1987(D) BEDFORD YNV	ALGARVE	53 recliners, continental door
1987(D) LEYLAND TIGER	PARAMOUNT 3500	49 recliners, rear toilet, continental door
1985(PP) DAF MB 230	VAN HOOL	51 recliners, rear toilet
1984 (A) BEDFORD YNT	WRIGHT CONTOUR	53 seats, power door
1984(A) DAF SB	BOVA CALYPSO	53 seats, power door
1984(PP) LEY ROYAL TIGER	SOLD YNT 3500	53 recliners, power door, courier seat
1976(R) BEDFORD YMT	SUPREME EXP,	53 seats, power door

MINIBUS SELECTION

1994(M) MERCEDES	REEVES BURGESS	33 seats, power door
1991(J) TOYOTA	OPTIMO II	18 seats, power door, tinted windows
1989(G) TOYOTA	OPTIMO I	21 seats, power door, tinted windows
1987(D) TOYOTA	OPTIMO I	21 seats, manual door
1986(C) TOYOTA	OPTIMO I	19 seats
1985(C) MAN 8.136	REEVES BURGESS	32 seats, power door, tinted windows
1984(B) FIAT 60.10	BEJA	18 seats, power door

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The year quoted denotes the date of first registration, not necessarily the year of manufacture

1995 UK COACH RALLY

Exhibitors Guide

Coach Drivers Club of Great Britain

The organisation will be promoting its services to drivers.



Crystals' showed this executive specification Mercedes Benz 410D in 1994. Webasto air-conditioning was included in the package.

Crystals Conversions

The centrepiece of Crystals' stand will be an Enterprise coachbuilt Mercedes Benz 814D. It will be completed to a high specification and include 33 coach seats plus a deep-well boot. It has not been built to order and could be sold at the event. Also on

view will be an LDV 400 mini-coach which will feature additional high-level windows in the rear of the saloon.

Drury + Drury

An example of Drury + Drury's coach refinishing will be presented and will double as a hospitality suite for visitors. It will be a Berkhof Esprit bodied MAN equipped with 33 seats, toilet, TV/video installation and a drinks machine. The coach was recently resprayed and liveried by the company and the artwork on the rear was applied by Kinetic Art.

DSB Sales

Making its public debut in the UK will be the Marcopolo Explorer which is being imported by DSB Sales on a Dennis Javelin chassis. The first example will appear in the livery of Victory Tours and is based on the standard 240 bhp Javelin. It will feature Sutrak air conditioning, double glazing, peage window in the entrance door, courier

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- 1988 VOLVO B10M Plaxton Paramount 3500, 49/53 seats
- 1986 MERCEDES 608 PLAXTON MINI SUPREME
- 1983 TIGER 245 ZF PLAXTON PARAMOUNT 3500, 49 seater executive
- 1980 MERCEDES 508, 19 Seater
- 1988 TALBOT EXPRESS, 14 seater
- 1984 IVECO, 14 seater
- 1979 VOLVO B58, 57 seater Plaxton Supreme, PP, power door

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AD COACH SALES

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Exhibitors Guide



DSB Sales will be introducing the Marcopolo Explorer which will be based on the Dennis Javelin chassis.

seat, full soft trim and a PA system. The seating is by Vogel and will consist of 53 recliners unless there has been time to install a toilet prior to the rally. In this event the capacity will reduce to 51 seats.

Dennis Specialist Vehicles

Dennis will be exhibiting

one of the most recently delivered Lance SLFs which has joined British Bus subsidiary London & Country. The lowfloor bus features Wright's Pathfinder 320 body with a single entrance/exit door. It is equipped with 40 seats and can accept up to 28 standee passengers. Kneeling suspension allows the 320mm first step to reduce to

200mm and offers an entrance level with the kerb followed by a completely flat saloon floor as far back as the rear axle. Spaces are provided for use by persons in wheelchairs or for children in buggies.

Hughes DAF

Hughes DAF will display a Van Hool Alizee bodied DAF SB3000 WS. The coach is equipped with air conditioning and 51 reclining seats, although it may be shown with a few tables and less seats. A second Van Hool



The Dennis exhibit is a Wright Pathfinder 320 bodied Lance SLF, one of a recent delivery to London & Country. It has a similar specification to this example for GAG's coastline operation.

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VOLVOS

1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, demountable centre sunken toilet, blinds, painted white **£87,500**

1988 VOLVO B10M JONCKHEERE P50, 51 reclining seats, courier, rear sunken toilet, drivers bunk, d/glazed, white **£74,500**

1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, new retrimmed, 57 fixed seats, pannier lockers, repainted white, low mileage, POD, radio/PA **£59,500**

1987 VOLVO B10M CAETANO ALGARVE, 49 reclining seats, courier seat, centre demountable sunken toilet, boiler, radio/PA/TV, white, clean **£57,500**

1985 Sept C VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining retrimmed seats, plus courier, double glazing, Webasto, curtains, provision for centre toilet/continental door, repainted white, exceptional **£55,000**

1983 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, courier, new test, POD, radio/pa **£32,500**

OTHERS

1990 G MERCEDES 609D, recently new conversion, 24 seater with 3 point seat belts, radio/PA, white, low mileage, immaculate **£24,500**

1990 H REG MAN 10.180 JONCKHEERE DEAUVILLE P35, 37 reclining seats, courier seat, POD, radio/PA **£69,500**

1989 G LEYLAND SWIFT, Reeve Burgess Harrier bus, 41 bus seats, Cummins B series, fully automatic transmission, Webasto, only 92,000 kms, new test, immaculate, white **£34,500**

1990 SCANIA K113 PLAXTON 4000, 67 seater, 2 crew, washroom and toilet, double fridge, boiler, double glazed, Webasto, Telma, 4 monitors **£107,500**

1989 G TOYOTA OPTIMO, 18 reclining seats, courier, rear large luggage locker, carpets, curtains, recent engine rebuild, new test **£18,500**

1988 E DENNIS JAVELIN PLAXTON PARAMOUNT 3200, 11 metre, 53 seats, radio/PA, POD, immaculate **£45,000**

1988 LEYLAND TIGER CUMMINS L10 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, rear sunken toilet, curtains, d/glazed, manual with Telma, mint **£52,500**

1987 VW OPTARE CITYPACER, automatic trans, 25 seats, very clean, December Test **£6,250**

1987 VAN HOOL ASTROMEGA, 73 reclining seats + 2 courier seats, servery, toilet, washroom, fridge, bunk, 360 MAN intercool turbo engine recon 6,000 miles ago, manual g/box, Voith retarder **£72,500**

1986 D MERCEDES 609D, recently new conversion to 24 seats with radio **£14,500**

1986 PP NEOPLAN PLAXTON 4000 DOUBLE DECKER, 71 reclining seats, crew seat, servery, toilet, fridge, d/glazed, Gardner automatic transmission **£36,000**

1986 FORD T152 PLAXTON PARAMOUNT 3200, 35 reclining seats, Webasto, POD, curtains, discs, tinted glass, radio/PA **£25,000**

1983 LEYLAND TIGER DUPLÉ CARIBBEAN, 49 reclining seats, semi auto, rear toilet, hydraulic gearbox, PA **£17,500**

1980 BEDFORD YMQS DUPLÉ DOMINANT II, 35 seater, POD, radio/PA **£8,500**

COACHES URGENTLY REQUIRED FOR CASH

Exhibitors Guide



Plaxton's Excilibur will be presented this year by Kirkby Coach & Bus.



Visitors to Brighton enjoying a browse around the trade stands.



Toyota continues to support the event with examples of its Optimo III mini-coach. This year's exhibit is for Travellers Coach Company.



Yeates will be providing hospitality in their converted double decker.

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at the
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Coach Rally



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Exhibitors Guide

Alizee will also appear but Hughes DAF could not confirm exact details at the time of going to press. It will be a customer's vehicle in livery, and probably with 55 reclining seats but built to a non-executive specification.

Iveco

Iveco will be showing a version of its CC95 E18 F CountryBus which has been bodied with Indcar Eco III coachwork, the first time the combination has been seen in Britain. Details of the specification were unavailable at the time of publication but it is expected to have a seating capacity of 35. Joining the Countrybus are a 19 seater Dailycoach which is based on an Iveco Ford 49.10 conversion and will appear in TransLink livery. Completing the line-up will be an Iveco TurboCity with Vanguard II bodywork by WS Coach-builders. It has a seating capacity of 48 and provision for 25 standee passengers.



Iveco's TurboCity WS Vanguard II makes a return to this year's rally. It will be joined by a CountryBus with Indcar coachwork, seen for the first time in the UK.

Jonckheere

Jonckheere's UK model range is handled by Yeates Bus & Coach with details appearing under that heading. In addition the company is hoping to have a 14.8 metre Deauville 65.15 at Brighton which is destined for a customer in the Czech Republic. Based on a B12T tri-axle chassis, the vehicle has a vast luggage capacity with a rear boot in addition to

a central luggage hold.

Kirkby Coach & Bus

The latest addition to Cyril Kenzie's fleet, a Plaxton Excalibur Volvo B10M, will be Kirkby's showpiece offering. The coach is equipped with 49 reclining seats and has a centre sunken toilet. Staff will be pleased to discuss the function of the Roadlease operation and the growing short-term hire facilities available at Anston. Also sharing the stand will be representatives from Plaxton Parts & Service and Bus & Coach Glazing.

Marshall Bus

The latest style of Marshall C37 bodywork will be exhibited on a 9.8 metre Dennis Dart chassis. The modifications ensure compliance with 1997 DiPTAC requirements on step heights, seat spacing and gangway width. It seats 40 passengers and has a standee capacity of 16. Other changes are a revised bodyside window line and a cleaner appearance. A second exhibit will be a Mer-

cedes 711D with dual door bodywork for Transit Holdings. This is one of a number being produced for operation in the Exeter area. It has a shortened C19 body with 21 seats and provision for nine standee passengers. The interior is finished with a hard trim roof and soft side-walls.

Michelin

Michelin will be promoting its latest 22.5 inch coach tyre, the XZA1, which is said to give an additional 15% tread life over its XZA predecessor. A strong emphasis will be placed on the merits of tyre management and full details of the company's Remix operation will be available. Also of interest will be Michelin's European Assistance programme which offers aid to coaches abroad. A competition will be held during the two days.



Michelin will be promoting its new XZA1 coach tyres. A competition will also be running over the weekend.

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Exhibitors Guide

12.270 Futura Club, will be presented at Brighton. The FHD model has been prepared for delivery to Flights of Birmingham and is fully air conditioned with 44 reclining seats, rear saloon mounted toilet, full servery, aircraft-style luggage lockers and motorised mirrors. It is powered by a DAF engine and has a ZF manual gearbox plus a Telma retarder. The FLD Club is to become the company's demonstration vehicle and is equipped with 53 reclining seats, courier seat, double tinted double glazing and full soft trim with a moquette centre roof stripe.

The Optare name will be represented by the recently launched Prisma which is based on a Mercedes Benz 0405 chassis. It employs Optare's traditional Alusuisse frame construction technique and the body can accept a maximum of 54 seats. Examples with 49 seats and a luggage pen have provision for 23 standee passengers. Examples are in the course of delivery to GRT Bus Group and North East Bus.



Bova UK are offering Futura FHD and FLD models with executive and Club specifications respectively.

Plaxton Coach & Bus

The Plaxton exhibit will consist of three vehicles - two Premiere 350 coaches and a Pointer midibus. The first Premiere is based on a Volvo B10M chassis, one of an order for five from Speedlink, and is equipped with 48 reclining seats, seat belts, rear saloon toilet and rear continental door. The other Premiere 350 is based on a Dennis Javelin 290GX chas-

sis and will be delivered to Travellers Coach Company. It carries a special 'My Bus' livery for use on incoming Japanese tourist duties and is equipped with 53 reclining seats, air conditioning and has a deleted rear window.

The 10.0 metre Pointer is destined for operation with R&I Tours and is equipped with 40 seats, a luggage pen and provision for 17 standees. Plaxton have now

delivered well over 1,000 Pointer bodies. The stand is adjacent to the Kirkby Coach & Bus Exhibit and visitors will be able to meet representatives from Plaxton Parts & Service, Roadlease and Bus & Coach Glazing at the same location.

Scania Coach Sales

The new 3.7m Irizar Century on a Scania K113TRB tri-axle chassis will be the premier exhibit for Scania Coach Sales. Featuring a Scania GR 801 comfort shift gearbox and Telma Focal 2000 retarder, the coach is equipped with 51 reclining seats, courier seat, air conditioning, drinks dispenser, fridge and TV/video system. It will appear in The Kings Ferry's livery. A sister vehicle has been entered in the rally. Also on show will be the company's Scania K93CRB Berkhof Excellence 1000 LD. It will also feature a GR 801 gearbox and Telma Focal 2000 retarder. Its specification includes 55 reclining seats, courier seat and full soft trim.

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1986 DAF DKFL JONCKHEERE JUBILEE P50 12M

49 recliners, brown moquette, rear o/s sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, drinks machine, courier seat, power entrance door, finished all white.
M.O.T. AUGUST 1995

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

53 recliners, brown moquette, double glazed tinted side windows, courier seat, TELMA retarder, power entrance door, finished white.
M.O.T. NOVEMBER 1995

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 seats, red/grey moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, power entrance door, finished all white.
M.O.T. MARCH 1996

1992 (October) VOLVO B10M JONCKHEERE DEAUVILLE 12M

53 seats, grey/orange/red moquette, rear sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, power entrance door, finished all white.
M.O.T. OCTOBER 1995

1987 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, beige/brown moquette, o/s rear floor mounted toilet, continental door, courier seat, double glazed tinted side windows with pull-down blinds, water boiler, TELMA retarder, finished all white.
M.O.T. NOVEMBER 1995

1981 (September) BEDFORD YNT PLAXTON SUPREME IV EXPRESS

53 seats, red moquette, finished all white.
M.O.T. AUGUST 1995

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INTEGRAL**

*** TOYOTA
OPTIMO III's**

AVAILABLE EARLY JUNE

*** BOVA FUTURA FHD
12.330 INTEGRAL**

*** BOVA FUTURA
"CLUB" FLD 12.270
INTEGRAL**

1982 (November) MERCEDES 207D WHITTAKER

12 seats, grey/blue moquette, finished cream/green/orange.
M.O.T. FEBRUARY 1996

1984 (August) VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, beige/brown moquette, rear o/s sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, drinks machine, driver's berth, power entrance door, TELMA retarder, wired TV/video, finished white/red/blue.
M.O.T. AUGUST 1995

1984 BEDFORD YNT DUPLÉ LASER

53 seats, grey/red/orange moquette, power entrance door, finished white/orange/green.
M.O.T. FEBRUARY 1996

1989 VOLVO B10M PLAXTON PARAMOUNT 3200 12M

53 recliners, red/grey moquette, tinted side windows, curtains, power entrance door, finished all cream.
M.O.T. JANUARY 1996

1981 BOVA EUROPA INTEGRAL 12M

53 seats, (48 reclining + 5 fixed at rear), brown striped moquette, courier seat, tinted side windows, curtains, power entrance door, finished all white.
M.O.T. OCTOBER 1995

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

49 recliners, brown moquette, centre sunken toilet, continental door, double glazed tinted side windows, courier seat, TELMA retarder, power entrance door, finished white.
M.O.T. SEPTEMBER 1995

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white.
M.O.T. MARCH 1996

1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power entrance door, finished white.
M.O.T. AUGUST 1995

1989 (August) LEYLAND TIGER 260 DUPLÉ 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1995

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Exhibitors Guide

Taylor Dyne

Taylor Dyne specialise in saloon heating and demisting systems. The company has a range of products which cover simple blower/heater units, for ducted or non-ducted systems, and more complex designs which incorporate a heater matrix and are coupled to the vehicle's own cooling system. A number of products will be on view.

Toyota

Toyota will display an Optimo III GL specification minicoach which is being supplied to Travellers Coach Company by Yeates Bus & Coach. It will have 18 reclining seats, a large luggage boot, parcel racks, forced-air ventilation, individual reading lights, full soft trim and a power plug door.

Van Hool

Making its first appearance in public, anywhere in the world! Van Hool's Eos 233 13.5 metre triaxle coach is a



Jonckheere is aiming to send a 15.0 metre coach to Brighton. Details of the vehicle and other products from the company can be obtained from Yeates Bus & Coach.

real coup for the UK Coach Rally. Its specification includes 56/57 reclining seats but with a pitch and sufficient legroom to meet three-star requirements. This includes allowance for a sunken wash-room/toilet but it is possible to reduce the seat pitch allowing up to 61 reclining seats and the retention of the toilet.

The Eos is also fitted with Sutrak air conditioning which has the condensers mounted over the front wheels and the evaporators in overhead air ducts. It is powered by an MAN D2866 370bhp engine and has a ZF 8S-180 manual gearbox. Other features include a Telma retarder and ABS braking.

WS Coachbuilders

An unusual exhibit from WS Coachbuilders will be a Wessex II bodied Mercedes Benz 814D finished to mini-coach specification. It will be equipped with 25 coach seats - each with a three point seat belt, luggage racks, forced air ventilation and individual reading lights. Other features include a pivot door and a luggage boot. It has not been built for a customer and will be for sale at the rally.

Yeates Bus & Coach

The Yeates Bus & Coach exhibit will consist of two new coaches plus the company's double decker bus which acts as a hospitality and promotional unit. One of the coaches will be a Jonckheere Deauville 45 Volvo B10M with 49/53 Vogel reclining seats, toilet and continental door. The other will be a Plaxton Premiere bodied Volvo B10M.

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Face to Face

Stuart Jones talks to

Cyril Kenzie

about some of his memories of the UK Coach Rally.

Only one operator has participated in every running of what was originally the British Coach Rally and is now the UK Coach Rally, and that operator is Cyril Kenzie of Kenzie's Coaches of Shepreth. Cyril was there in 1955 for the inaugural event which took place in Clacton after vehicles had travelled from starting points in London, Norwich, Cambridge and Bedford.

Then aged only 25, Cyril set off from Hills Road, Cambridge driving a Bedford SB Duple that had been new in 1952. His colleague Harry Willmott drove a similar Kenzie's coach which had been new the previous year to Hutchisons of Overtown, and the first vehicle in the fleet that was eight feet wide.

'We went via Bury St Edmunds and the villages around there, the London people went a different way from Victoria,' recalled Cyril. 'I remember finishing at Clacton, there were crowds of people there. During the driving tests it was like a football match there were so many people, many of them



The very first rally was held in Clacton in 1955 with contestants setting off from a number of starting points. Cyril drove this Duple bodied Bedford, one of two entered by the company.

drivers with their hats on.'

'There were two companies whose vehicles stood out a mile to me that year, Flight's and Straw's. I thought, I'll never have a bus like that. They had AEC Burlingham Seagulls with chromed windscreen surrounds. They were really lovely looking vehicles.'

The following year, 1956, was the first time that the event was staged at Brighton. Cyril had never been to Brighton before and took the same vehicle in which he had

competed at Clacton. His memories of the event itself have merged with those of many more recent Brighton weekends but he well remembers the lodgings in which he stayed near the front, and the landlady coming in after breakfast with a pan full of sausages she had forgotten to give her guests earlier.

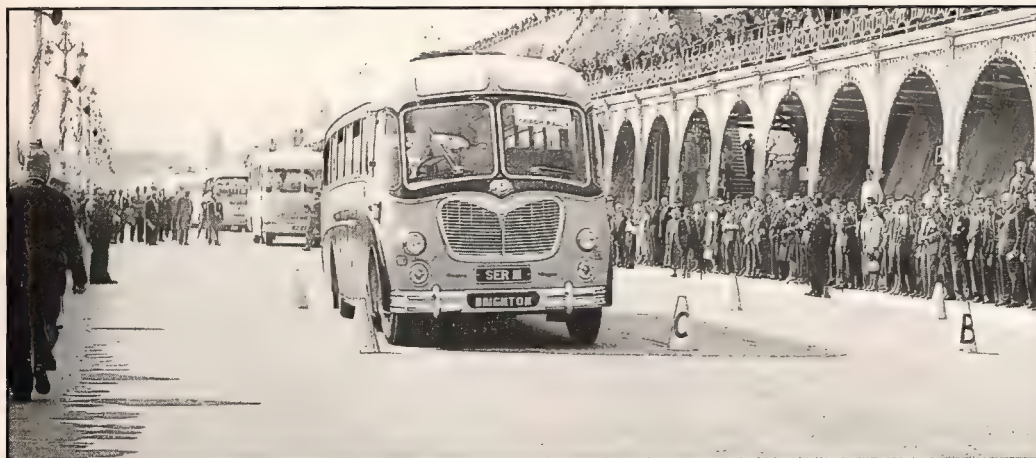
The 1957 rally was cancelled because of the Suez crisis which led to petrol rationing. In the event the restrictions were lifted a cou-

ple of weeks before the event should have been held and the decision was taken to hold a rally in London's Battersea Park. 'I'm not sure but I don't think there was a road run, only tests in the park,' Cyril remembered. I won with a Bedford OB which had 24 reclining seats trimmed in maroon moquette. It had been new to Worthington Tours and would have been a nice coach to have kept.' Nearby operators, Richmonds of Barley and Premier of Cambridge also entered OBs in that year.

Pictures of the prize-giving show Cyril stood in front of the vehicle with his eldest son Richard stood on the bumper beside him. Richard now plays an extremely active part in managing the business.

Things were back to normal in 1958 and the rally settled down to a long stay at Brighton that was not interrupted until the brief flirtation with Southampton over 30 years later. Cyril drove a new petrol engined Bedford SB with a 41 seat butterfly fronted Duple Vega body.'

'It was a sunny morning and we were routed through the tree lined suburbs of Maidstone,' Cyril recalled. 'Just before I got there a turf lorry reversing into a house driveway became impaled on the gate. He was blocking the road but the housekeeper wouldn't let him knock his gate over to get free. They argued and I looked in my rear view mirror back down



Crowds line all three levels of the seafront for the 1960 driving tests in which this butterfly fronted Duple Vega Bedford SB was Kenzie's entry.

Face to Face



1995, and Cyril Kenzie is as enthusiastic about the rally as he ever was.

the road to see more than a dozen coaches lined up, unable to get past. We all offered advice. Once we did get past and on to the A2 everybody was trying like mad to overtake each other because the timings had gone to pot. That was the only year we ever got stuck, we had hiccups in other years, but that was the only time we really got stitched up, losing about 20 minutes because we were the first to be caught.'

A feature of the early rallies was a 30 minute stop for lunch and a chat at a pub or coach stop half way round the course. 'The marshall checked us in at a pub on the old A2 and checked us out again exactly half an hour later. I can't remember the name of the pub but people used to use it on the way to Margate,' said Cyril. He would like to see this feature



It was once the case that the prizes were presented by media personalities. In 1964 Dora Bryan did the honours.

reintroduced in today's rally but admits it would be hard to find a place big enough to cope, 'You'd need an aerodrome,' he said.

In the 1950s and 1960s the event attracted a great deal more public attention than it has latterly. In part this was because a well known personality was employed to present the prizes. In 1958 it was the television Character Mr Pastry played by Richard Hearne who was splendidly attired in top hat and tails. That was also the year Cyril found new lodgings where the man of the house was a retired police sergeant. He was to stay at the same place for every Brighton Rally until the year before last.

In the years that followed the vehicles steadily increased in size, an exception for Kenzie's being 1964 when Cyril drove a Bedford VAS Duple. The start point was London's Victoria Coach Station but as the competitors were required to leave the station through the rear entrance, it caused confusion for a number of drivers, and some had still to escape from the capital several hours later. The following day Dora Bryan presented the prizes on a sunny Madeira Drive. For many years Bedford used to send a photographer to take pictures of the Bedford entrants and Cyril has quite a collection of shots of his vehicles taking part, including one of himself and Dora with the coach.

It wasn't only at the prize giving that the big names were present. The major manufacturers spent considerable sums on entertainment and the Ford Dinner Dance was quite an event. Cyril commented, 'It must have cost them an arm and a leg because they had superb entertainment. They always had good comedians, one year it was Roger DeCourcey.' There was also the Bedford buffet lunch which was held at the Albion Hotel on the Sunday and gave operators the chance to have a good chat.

Operators have suffered disasters over the years and though he prefers not to mention the names of those concerned, Cyril told me of a couple of instances. Once, the driver of a Plaxton Embassy with what Cyril refers to as the mouth organ style of front was competing



Cyril's first underfloor engined coach was this Bedford YRQ which he entered in 1971 and again in 1994.

in the driving tests. He was going forward when he braked suddenly causing the front grille to fall off and be run over by the coach. 'It made a terrible noise as it scraped along the seafront,' said Cyril. On another occasion, also in the driving tests, a rear engined coach was travelling in reverse and had to change to forward gear. This proved too much for the prop shaft which snapped and the luckless driver had to be pushed off the course by the crowd.

Cyril has always insisted that winning prizes is a pleasant bonus rather than



None other than Mr Pastry himself was the star prize presenter in 1958.

the main reason for entering and 1965 was certainly a year for bonuses as he won the Coach Driver of the Year title again, the first person ever to win it for a second time. The vehicle was a Plaxton Panorama bodied Bedford VAL with a 'chinese six' gear-box and a Leyland 400 engine with a CAV pump. Cyril reckons the VAL was the vehicle that was the most fun to drive in the rally because, 'it was easy to handle and you could turn it on a sixpence.' In everyday use he preferred the Bedford YRQ Plaxton Elite which he entered in 1971 and owns to this day. He commented, 'The YRQ was the first vehicle we ever had with an underfloor engine. After OBs and SBs with the engine throbbing away beside you all day long, we got the YRQ and it seemed that nothing could ever be better.' Another YRQ, this time a Duple Dominant with 41 E type style seats, took the Premier British Coach Operator award in 1973.

Kenzie's first 20 Rally appearances were all in Bed-



The ex Worthington Tours Bedford OB with 24 recliners that Cyril won the Coach Driver of the Year award in 1957 when the rally was staged in Battersea Park.

Face to Face



For the past few years Cyril has taken his fully PSV licensed Bedford OB Duple to the rally. It is affectionately known as Joby because of its registration.

fords but in 1975 the mould was broken when a fully carpeted Duple Dominant Leyland Leopard bought off the Duple stand at the previous Earls Court Commercial Motor Show was the entry. Bedfords reappeared for the following three years but thereafter it was generally a Volvo with first Plaxton and later Van Hool coachwork that made the trip from Shepreth. The exceptions were 1982 and 1985 when Setra S215HDs were entered, and last year when an Eos 90 was the Top Touring Coach. The first of the Setras, one of the earliest of the type to come into the country, won the Coach of the Year title in 1982, the only time Kenzie's have won the award and the start of an impressive run of five consecutive wins for Setra. Cyril remembers, 'It was a good weekend, with nice sunny

weather.'

The following year the Coach of the Year was an S228DT belonging to Ideal Reisen, a German operator, and Cyril feels the participation of continental operators



1973 was a good year for Kenzies. The Premier British Operator title was won in this Bedford YRQ Duple Dominant with 41 seats.



The Eos 90 entered last year won the Top Touring Coach award.

was something that helped to make the Rally more interesting.

'Going to the rally is a team effort,' said Cyril. He was keen to point out that everyone in the company contributed to the successes enjoyed at the rally, from those who polish the vehicles and make sure that everything is mechanically first class, to those who stay behind to look after the running of the business while



John Fielder hands the trophies to Cyril and Richard at the 1965 Rally when Cyril was the Coach Driver of the Year.

Cyril is enjoying himself at Brighton. The whole team is enthusiastic about the rally, indeed drivers Jim Daniel and Roger Middleton are both former Coach Drivers of the Year themselves. How many other companies have three winners of the title on their books?

What attracts Cyril to the event is not the thought of winning prizes, though his presentation and skill has always given him a chance of doing so, it is the opportunity to meet friends, old and new. He said, 'I go to see people. If it's a nice day you get people who turn up that you don't see anywhere else, and that you probably haven't seen for years. I don't think there's any other event that has the same effect. It's the nicest meeting up place because people seem more relaxed. They're there for the day so they've got time to chat. It's one of the weekends that the family knows - no matter what happens - I'm going to be there.'

In recent years Cyril has usually taken his Bedford OB 'Joby' along in addition to one of the current fleet. He hasn't yet decided which coach to take with the OB. Plaxton are displaying one of his two new Volvo B10M Excaliburs, so he will either send the Eos 90 which appeared at last year's Maastricht show, or one of his new Volvo Van Hool Alizees.

Win or lose in 1995, the date has already been inked in in Cyril's mental diary for 1996.

Cyril receives his instructions on a rainy Madeira Drive in 1963. The vehicle is a Plaxton Embassy bodied Bedford SB.





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Anniversary

100 YEARS OF THE MOTOR BUS

At 06.25 on the 18th March 1895, a five horsepower Benz motor omnibus set out from the village of Deuz for the 14 kilometre run to Siegen, a German provincial city some 100km east of Cologne. The motor bus was born, if only for nine months initially, but soon it would be here to stay and celebrate 100 years of achievement. The celebra-



Inside the marquee at Netphen as Frau Dr Emmerich of the VDA took to the stage.



The 1895 Benz 5hp motor bus that started it all.

tions were for the motor bus but it was the motor coach which stole the show at the festivities in the Siegerland-Wittgenstein District over the weekend 17-19 March.

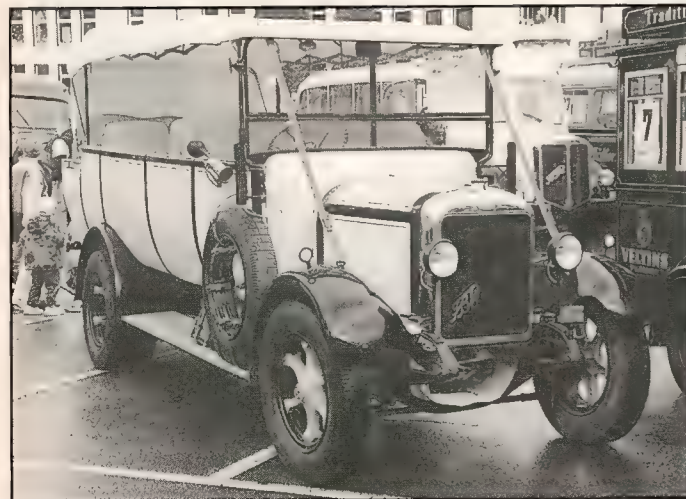
Reflecting their role in providing the first ever motor bus, Mercedes Benz were the principal sponsor of the activities organised by the District Council, the village of Net-

phen which was the base for the first service, and the local transport operator VWS - Verkehrsbetriebe Westfalen-Süd AG. The first ever motor bus route is now VWS service 61. Travelling on it to Netphen for the bus parade and ceremonies, it would almost have been easy, from the comfort of a Setra S215UL, to overlook the difficulties the first motor bus route faced. Almost, because atrocious weather and sewer works had combined to imitate 100 year old road surface in parts

of Siegen - nothing for a Setra but it is little wonder that passengers had, on occasions, to resort to pushing the first motor bus up some of the hills!

Local roads were closed to other traffic to allow through the 95 vehicle procession, led of course by the 1895 Benz and closely followed by 'original' vehicles from MAN and Kassbohrer, plus the Mercedes Benz Museum's recently restored Milnes Daimler double decker once operated by Vanguard in London. A few 1930s vehicles, including the superb Dresden Bussing three axle saloon, followed before the bulk of the parade, German coaches of the 1950s. Dominant were the products of the partners in the new Evobus group, Mercedes Benz and Kassbohrer Setra. Included were examples of earlier co-operation between the two concerns, among them a Mercedes O3500 with Kassbohrer bodywork and a number of O3500s with the Kassbohrer passenger trailers that were once a common sight in German fleets.

From a distance, the sound of a post horn greeted the arrival of the Swiss post-



A 50hp Swiss FBW charabanc dating from 1925 with right hand drive for use on mountain roads.



In the 1950s it was permitted to operate coaches with passenger carrying trailers. This 1953 example is a Mercedes Benz O3500 with Kassbohrer trailer.

Anniversary

buses, some of the many foreign visitors which also included a Leyland Royal Tiger based city bus from Holland, standard Paris buses, from the USA a Wayne school bus and a General Motors Greyhound coach, not forgetting the UK from where the Bristol Lodekka of Bremen airport originated before being lowered to four metres and exported by Carl Ireland.

Surprisingly the 1967 Lodekka was one of the newer services buses in the parade, the modern image being dominated by coaches from the Evobus partners, to the exclusion even of VOV 1 and VOV2 standard buses and low floor or natural gas powered vehicles. The coaches, Mercedes 0404s and Setra S328DT merited a closer look at the bus display the following day.

All the buses were greeted at Netphen by German TV sports commentator, Rolf Topperwien. During a pause in the parade, a three hour programme of music and speeches was on offer and despite a battering by storm force winds and rain, the marquee at Netphen provided a stage for local dignitaries to express their pleasure at the world's attention being focused on their community. Two prominent guest speakers from the industry took forward the cause of the bus as an integral part of future transportation plans.

Dr. Erika Emmerich, president of the VDA, the German Automobile Industry Association, stressed the benefits of the bus in integrated traffic management schemes, citing recent work in Lubeck. She pressed for continued investment in bus lanes, by-passes and motorway widening. Her second theme praised the



One of the early Kassbohrer integral designs was the Setra S8.

safety record of the bus and coach industry, though she also mentioned that it was important not to become complacent. She used the opportunity to further promote the VDA safety training scheme for bus drivers unveiled at IAA Hannover 1994.

Nord Rhein Westfalen Transport Minister, Franz Josef Kniola, highlighted several measures his Regional Government had introduced to promote public transport in general. Newest of these was the natural gas fast-fill station in Wuppertal where service trials are to be facilitated by a local reduction of the tax on natural gas fuel. Other schemes mentioned included diesel electric (hub motor) midibuses for city centre work, shared taxis, 15 metre long citybuses and the 'job ticket' aimed at creating partnerships between transport organisations and employers in congested cities.

Following the ceremony, the parade continued in driving rain to Siegen-Wiedenau where the buses lined up on the Bismarkplatz ready for the exhibition the following day.



A late model Neoplan ND6 Hamburg midicoach supplied as recently as 1972.

In the adjacent Bismarkhalle, Essen coach operator and model bus collector Norbert Hessbruggen had set up an international display of over 2500 model buses. Talking with Norbert, it was obvious that he faced very similar problems to those of small operators in the UK. Only his own excursion programme provided economic work for his fleet of three Neoplan Jetliners and even this could be erratic - a proposed excursion to the 100 year parade being cancelled due to poor response! Contract prices for local services continue to be driven lower by changing employment patterns and over-capacity, whilst similar effects in travel agency work he put down to foreign competition. Despite the prob-



A few German cities, most notably Berlin, have a history of using double deck service buses.

lems, he still felt it was 'in his blood' to run a coach business.

The weather was only slightly more kind to the bus exhibition on the Sunday, where many of the entrants in the previous day's parade, plus a selection of coaches from local operators were on display.

Pride of place went to the Evobus consortium products, two 0404s and an S328DT. Most eye-catching was a 'Carl Benz' special edition Mercedes Benz 0404RHD. Finished in metallic blue with images of buses from the past 100 years flanking the Mercedes three pointed star on the coach sides, the high specification vehicle included air conditioning, kitchen, fridge, toilet and CD player. Adding the final exclusivity, Carl Benz's signature was etched into the stainless steel front plate and impressed



An Ikarus 66 rear engine coach.



Dating from 1964 and still in use by a hotel in Wengen, this 1964 FBW still carries Swiss Post Office (PTT) colours and announces its presence with the post horn!



British interest included this 1959 Leyland Royal Tiger PSU1 with Werkspoor bodywork. Operated by NACO on the North Sea coast of Holland, the trip to Germany marked the first time since delivery that it had left Holland.

Anniversary



Principally used for excursions and private hire, this 1964 Magirus Deutz Saturn 2 with rooflights was stored for 19 years prior to its recent restoration.

into the seat headrests. Approximately 50 of the special edition have been produced for the German market, including a number of slightly lower specification 0404 Advantage models with a white background to the livery. Both versions are powered by 381bhp Mercedes Benz Euro 2 engines and feature six speed manual gear-boxes. A second Mercedes

Benz 0404 on display was to the super high (3.8m) SHD-S specification.

Representing the modern city bus, an MAN NL242 low floor articulated from the VWS fleet provided the platform for a mobile theatre of performance art, naturally on a bus theme. Viewing the exhibits it was possible to compare service bus practice of the early 1960s from Hol-



Star of the modern exhibits was this 0404RHD Carl Benz Special Edition.



Originally bought by the local authority of Leuting as a school bus, this one-and-a-half-deck Mercedes 0317 with Ludewig body to partial VOV standards is one of the few remaining examples of a type popular in Germany between the 1950s and 1970s.

land, Luxembourg and Germany. Particularly fascinating were two one-and-a-half-deckers based on Mercedes Benz 0317 underfloor engined chassis with seated conductor positions fed from a crush loading rear platform.

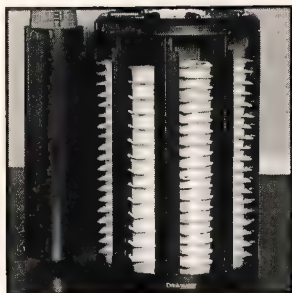
Amongst the coaches visitors could contrast many of the early integral designs, particularly the approaches taken by Kassbohrer and Neoplan to generate glass areas that were as large as possible. Early Setra integral coaches, particularly the smaller S6 model were present in numbers. Coach development in the east of Germany finished in the

1950s with mainly the products of Ikarus in Hungary filling the gap. Representing the manufacturer that was once the biggest producer of buses in the world were examples of the 55 and 66 coach models featuring rear engine pods, plus a model 260 from 1978 of a type that was the East German standard bus prior to re-unification and which is still built today. The display of 1960s classics would not have been complete without two Mercedes Benz models - a late model O302 from Pinneberg and the diminutive O319, an early example of the recent minicoach trend. From an earlier era, the Mercedes O3500 is to Germans what the Bedford OB is to the British.

During 1995 many events are likely to pay tribute to 100 years of the motor bus, however, it was good to see that, despite the weather, the bus celebrated its actual birthday in its birthplace with some style.

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1986 C DAF MB200FL Plaxton 3500, 51R/Toilet

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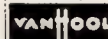
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Programme of Events

Saturday 22 April

- 8.00 - 9.30** Vehicles depart from Clacket Lane Station on M25 for the 70 mile road section through Kent, Surrey and Sussex.
- 10.00** Exhibition, displays and demonstration vehicles from Palace Pier to the colonnade all day.
- 10.30** Coaches start to arrive on Madeira Drive via Dukes Mound.
- 11.00** Driving tests begin on Madeira Drive.
- 12.00** Questions for drivers on operator knowledge.
- 16.00** Bus pull between Brighton Transport Ltd and Brighton & Hove Bus & Coach Co. in aid of Brighton Coppercliff Hospice.
- 19.00** Dinner/dance at the Metropole Hotel organised by Coach Displays Ltd.

Sunday 23 April

- 9.00** Concours d'Elegance - Madeira Drive.
- 9.30** Exhibitions, displays, demonstration vehicles and equipment throughout the day on Madeira Drive from the Palace Pier to the colonnade.
- 10.30** Final of Mini/Midi Coach Driver of the Year.
- 13.00** Manoeuvrability demonstration of 15.0 metre and 13.5 metre coaches.
- 14.00** Final of the Coach Driver of the Year competition.
- 15.30** Musical programme by the band of of 176 Squadron of the Air Training Corps.
- 16.00** Presentation of awards by Brigadier MH Turner LLB MCIT, Traffic Commissioner, South Eastern Traffic Area.

The above times are approximate. The rally control office is on Madeira Drive.

1995 UK COACH RALLY

Organised by Coach Displays Ltd,

49 Maple Road,
Hayes, Middx UB4 9LR Telephone 0181-842-0056.

Managing director Paul Cousins
Directors John Fielder, Ann Cousins.

Rally Route Marshalls

Jef Johnson, Dougie Spray, Betty Redpath, Peter Frost, Gladys & Walter Sturman, John Cousins, Sally Cousins, Harriet Fielder, Tim Norman, Hazel & Eric Prentice.

Madeira Drive Trade Display

Colin Springall, Cliff Blackwell, Patrick Hourigan.

Madeira Drive Marshalls

Security - Phil West

Results

Martin Kingsnorth, Brian Etheridge, Johnathan & Valerie Ellis, Dougie Spray, Tony Roose.

Driving Test Marshalls

Ray Bonner, Warren Hoad, Mick Hoad, Mark Hoad, Kerry Hoad, Lisa Fallows, Paul Chattaway, Archie Heath, Tony Cross.

Security

Phil West, Pip Young, Peter Gayton, Frank Brookes, Graham Brown, Eric Bishop, Sarah Carter, Elaine West.

Drivers Questions

Caroline Fielder, Lyn Chandler.

Prize Giving

Caroline Fielder, Roland White.

Information & Programmes

David Thomas, Georgina Hourigan, Wendy Johnson, Jackie Thomas, Hazel Bonner.

Judges

Michael Barrett - Brighton Borough Councillor, solicitor, transport author, vice chairman of Shoreham Airport Authority and company secretary of Reading Mainline.

Karen Wright - Commercial Editor of Coach Tours UK.

Hazel Bonner (uniforms) -

Alan Gurley - Director, Technical and Operations of the CPT.

Stuart Jones - Editor and joint Managing Director - Bus & Coach Buyer - UK Judge for European Coach of the Year Competition

Peter Salvage - Operations Manager of Brighton Borough Transport.

Walter Sturman, MBE, - Retired Motor Body Engineer.

Alan Townsin - Editor-in-Chief of Venture Publications Ltd.

Noel Millier - Well Known Freelance Transport Journalist.

Presentation of Prizes

Brigadier MH Turner, LLB, MCIT, Traffic Commissioner, South Eastern & Metropolitan Traffic Area.



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Trophies and Awards

- | | | |
|--|--|-------|
| 1, COACH DRIVER OF THE YEAR | Driver of the year trophy to the driver of the coach with fastest penalty free run in Sunday 'Coach Driver of the Year' contest. | |
| 2, COACH OF THE YEAR 1995 | Brighton trophy for the coach gaining top marks in the concours d'elegance regardless of class. This coach is not eligible for awards 8-13 | ..... |
| 3, BEST IN ALL CLASSES | CAV trophy to the operator of the highest placed coach in the road section, driving tests and concours d'elegance combined. | ..... |
| 4, TOP TEAM OF THE YEAR | Driver and navigator of top coach on the road section. | ..... |
| 5, PETER BOSTOCK TROPHY | Highest placed driver in the Saturday driving tests. Donated in memory of the late Peter Bostock. | ..... |
| 6, TOP LADY DRIVER |  | ..... |
| 7, MINI MIDI DRIVER OF THE YEAR | Trophy to the highest placed coach in class 1. | ..... |
| 8, THE BANSTEAD AWARD | Presented to the runner-up in the Coach Driver of the Year competition | ..... |
| CONCOURS D'ELEGANCE AWARDS | | |
| 9, DON TROPHY | Trophy for the top mini/midi in class 1A. | ..... |
| 10, HIGHEST STANDARD COACH OF 1995 | AW Chapman trophy for the top coach in class 2AA. | ..... |
| 11, TOP TOURING/EXPRESS/ LUXURY COACH | Trophy for the top coach in class B. | ..... |
| 12, TOP COACH IN CLASS C |  | ..... |
| 13, CHAPMAN STEVENS TROPHY | Trophy for the top coach in class D. | ..... |
| 14, TOP COACH IN CLASS E |  | ..... |
| CONCOURS D'ELEGANCE MANUFACTURERS AWARDS | | |
| 15, MICHELIN | Michelin trophies for the 3 top coaches fitted with Michelin tyres. | ..... |
| 16, TELMA RETARDER | Trophy for the top coach fitted with a Telma retarder. | ..... |
| 17, BERKHOF | Trophy for top Berkhof coach. | ..... |
| 18, SALVADOR CAETANO | Trophy for top Caetano coach. | ..... |
| 19, SJ CARLTON | Trophy for top coach supplied by SJ Carlton. | ..... |
| 20, FORD MOTOR CO. | Trophy for the top Ford Transit mini coach. | ..... |
| 21, JONCKHEERE | Trophy for top Jonckheere. | ..... |
| 22, KASSBOHRER | Trophy for top Kassbohrer. | ..... |
| 23, PLAXTON GB | Trophy for top Plaxton. | ..... |
| 24, SCANIA | Trophy for top Scania. | ..... |
| 25, SCANIA | Trophy for top Scania Irizar Century | ..... |
| 26, VAN HOOL | Trophy for top Van Hool. | ..... |
| 27, IVECO FORD | Trophy for the top Iveco Ford. | ..... |
| 28, MOSELEY | Trophy for the top Volvo/Van Hool supplied by Moseley. | ..... |
| 29, BOVA | Trophy for the top Bova supplied by Moseley. | ..... |
| 30, YEATES | Trophy for the top coach supplied by Yeates. | ..... |
| SPECIAL AWARDS | | |
| 31, CYMRU | Trophy for top coach from Wales. | ..... |
| 32, COACH DRIVERS CLUB OF GREAT BRITAIN - DRIVERS QUIZ | Prize for highest marks in drivers' quiz. | ..... |
| 33, VETERAN DRIVER | Prize for the driver who has held a PSV licence for the longest time. | ..... |
| 34, SMARTEST UNIFORMED DRIVER AND/OR COURIER |  | ..... |

Road Section and Driving Test Classes

- Class 1: Vehicle not exceeding 9.5 metres overall length.
 Class 2: Vehicle exceeding 9.5 metres overall length but no longer than 12.0 metres.

Concours D'Elegance

- Class A: Standard or basic coaches no more than 9.5m overall length.
 Class AA: Standard or basic coaches over 9.5 metres long
 Class B: Touring or express luxury coaches with toilet and hot water boiler
 Class C: Dual purpose buses/coaches (double or single deck) including:
 i) purpose built dual purpose vehicles
 ii) Coach fitted with bus-type seats and/or modified for bus service operation
 iii) Buses with coach-type seating
 Class D: Super or executive vehicles with lounge seating, fixed partitions or other non-dismantlable specialist equipment, including band, and full catering, mobile office etc.
 Class E: Vehicles of 5 years or older. This qualifies for a special award only. (Vehicles aged 5 years or more may enter in Classes A, B, C, D, or E as applicable)

Road Section

Competitors will be penalised on the Road Section on the following basis:

- a) Failing to report prior to scheduled starting time. 100 marks.
 b) Controls: tolerance of 1 minute early or 1 minute late then 10 marks per minute early or 5 marks per minute late
 c) Failing to pass Secret Check Points - 100 marks
 d) Regularity Section: For being outside the 30 seconds tolerance (15s. early or 15s. late) - 5 marks per 15 seconds.

Kässbohrer are pleased to be part of the sponsorship of the UK Coach Rally



Kässbohrer (UK) Ltd, Sadler Road,
 Doddington Road Industrial Estate, Lincoln LN6 3RS.
 Telefax: (01522) 500118

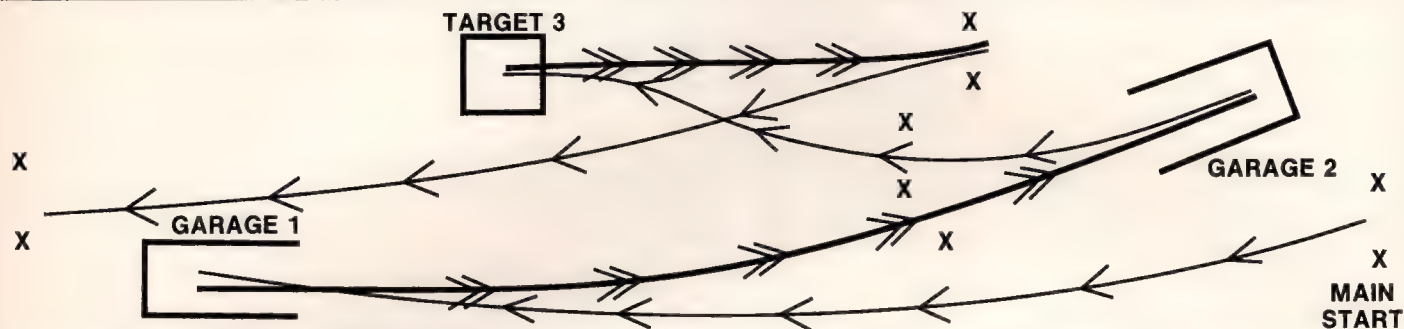
☎ 01522 500115



Driving Tests

At the start of each test, the coach will park with the front wheels on the start line, engine running, parking brake released and the cab window closed.

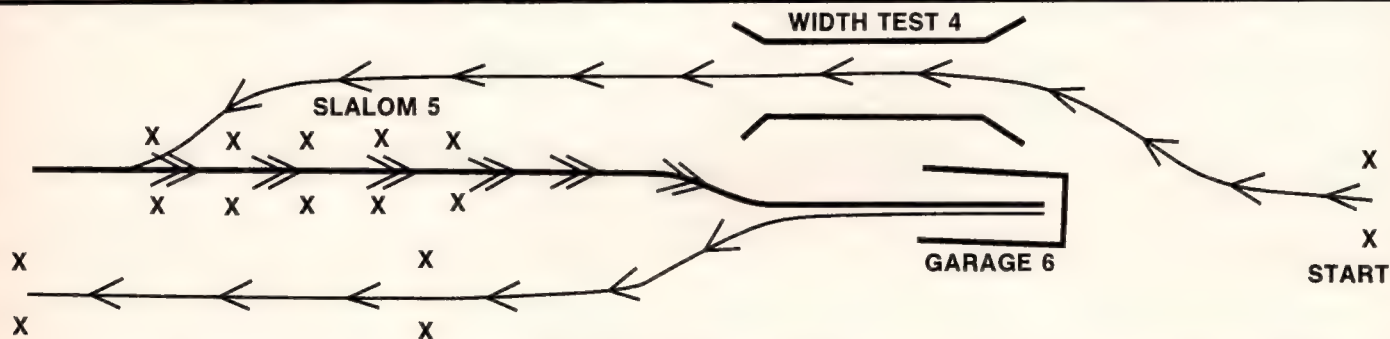
TEST 1



The front of the coach will be fitted with a cardboard direction arrow, fixed with double sided tape.

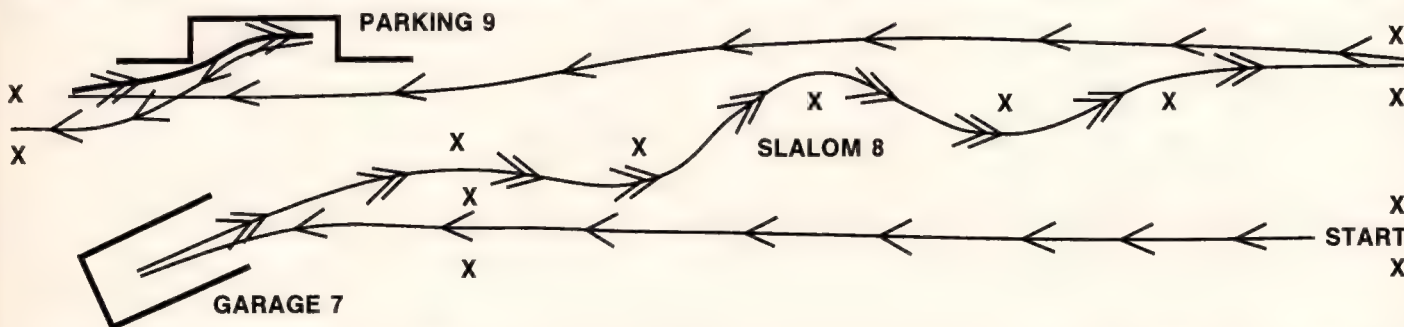
On a given signal, the driver will advance into GARAGE 1 as close to the facing wall as possible (stop to be measured by marshal). Reverse into GARAGE 2 as close to the back wall as possible (stop to be measured by marshal). Drive forward and stop with the arrow on the centre of TARGET 3. Reverse through cones, then forward onto next test.

TEST 2



On a given signal, the driver will advance through WIDTH TEST 4 and on to SLALOM 5. Reverse through slalom and into GARAGE 6 as close as possible to rear wall (stop to be measured by marshal). Drive forward through cones and on to the next test.

TEST 3



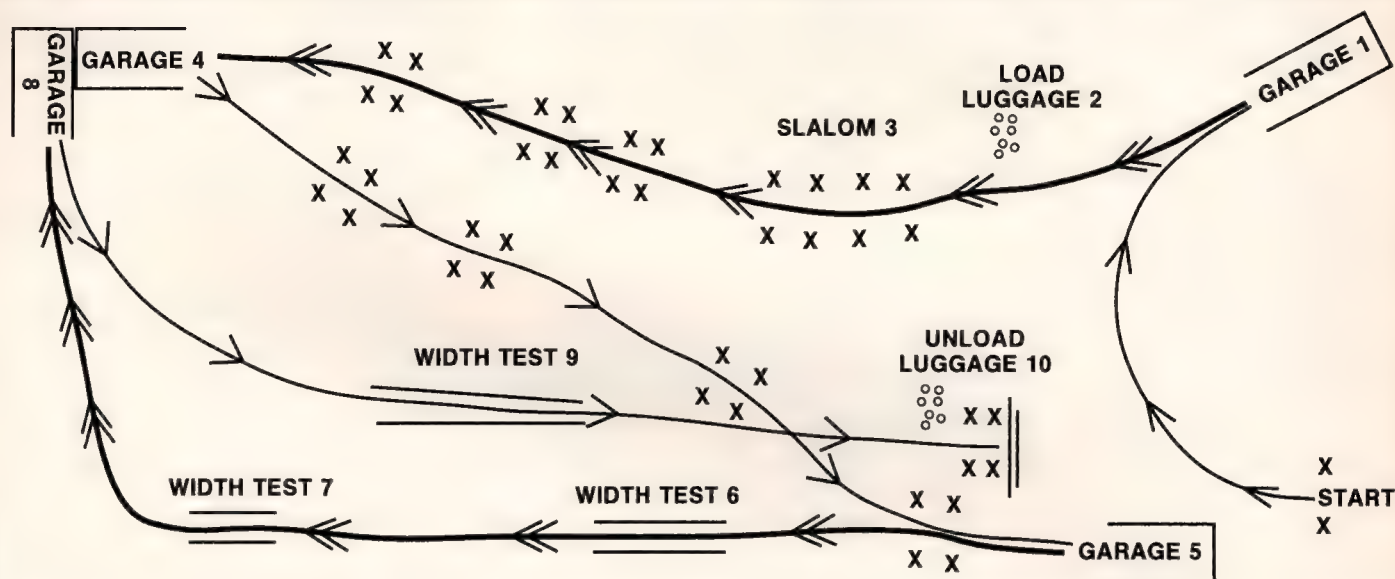
On a given signal, the driver will advance through GARAGE 7 as close as possible to the facing wall (stop to be measured by marshal). Reverse through SLALOM 8 and through cones, forward on to PARKING 9, reverse into parking bay (stop to be measured by marshal). Forward on to FINISH.



TELMA

Driving Tests

SUNDAY TEST



- 1, From the start, drive into the garage (no.1)
- 2, Reverse from the garage to the luggage loading area (no.2) – Load luggage
- 3, From the luggage loading area, continue reversing through the slalom and following cones, into the garage (no.4)
- 4, Drive out of the garage through the cones and into the garage at start position (no.5)
- 5, Reverse from the garage through both width tests (nos.6&7) and into the garage (no. 8)
- 6, Drive out of the garage, through the width test (no.9) and continue to the luggage unloading area, unload luggage and finish (no.10)

THIS COURSE MAY BE SUBJECT TO ALTERATION

MARKING

Each test will be timed.

Two (2) points per second will be ADDED for each second over the fastest PENALTY FREE run in each class.

PENALTIES

CONES - Touching or knocking over a cone - 10 points each.

BARRIERS - Demolishing a barrier - 100 points

LUGGAGE - Throwing or dropping - 50 points per item

GARAGE - (If pad in use) Failing to hit pad - 50 points (If pad not in use) Hitting barrier - 100 points If rear wheel is not over the line - 50 points

Failure to complete the test accurately - 500 points.

THE COURSE SHOULD BE COMPLETED WITHIN FIVE MINUTES

1 Minute over allotted time - 50 points

2 Minutes over allotted time - 100 points

3 Minutes over allotted time - 200 points

4 Minutes over allotted time - 400 points

Boot and side lockers must be locked before and on completion of the test.

These will be checked at the start and finish lines - 50 points per door.

Drivers will be automatically disqualified if, in the opinion of the judges or marshalls, a vehicle has been driven in a dangerous or unsuitable manner, or if the driver's window and/or front door are not closed during all tests (except when stationary).

Retarders from the Experts

Telephone: 01908-642822

Fax: 01908-641348

Previous Winners

PREVIOUS WINNERS OF THE COACH OF THE YEAR TITLE



Last Year's winner of the Coach of the Year title was the Scania K113CRB Irizar Century of Beavis Coaches.

YEAR	OPERATOR	COACH
1955	Essex County Coaches.	AEC Roe Dalesman.
1956	Southdown.	Leyland Duple.
1957	Southdown.	Leyland Duple.
1958	South Midland M.S.	Bristol ECW.
1959	York Bros.	AEC Duple.
1960	Flights.	AEC Reliance Harrington Cavalier.
1961	Sheffield United Tours.	AEC Reliance Plaxton Panorama.
1962	Sheffield United Tours.	AEC Reliance Plaxton.
1963	Sheffield United Tours.	AEC Reliance Plaxton.
1964	Potteries Motor T'tion.	AEC Reliance Duple Commander.
1965	Flight's Tours.	Ford Plaxton.
1966	Whytes of Edgeware.	AEC Reliance Duple.
1967	Black & White M'ways.	Daimler Roadliner Plaxton Panorama.
1968	Whytes of Edgeware.	AEC Reliance Duple Commander.
1969	Fred Winkle.	Ford R Duple Viceroy.
1970	Valliant Cronshaw.	AEC Plaxton.
1971	Southdown.	Leyland Leopard Plaxton Elite.
1972	Best & Son.	AEC Reliance Van Hool.
1973	Wins Way Ltd.	Ford R1114 Van Hool.
1974	The Kingsferry.	Bedford YRT Willowbrook Expressway.
1975	National Travel SE.	Bristol RE Plaxton Elite.
1976	Broere Touring.	Fiat Van Hool.
1977	Koopmans.	Fiat Van Hool.
1978	Kinch Executive.	Ford R1114 Plaxton Supreme.
1979	David Fox, Cleveland.	DAF MB Van Hool.
1980	G.K.Kinch.	Volvo B58 Plaxton Supreme IV.
1981	G.K.Kinch.	Volvo B10M Plaxton Viewmaster.
1982	Kenzies Coaches.	Kassbohrer Setra S215HD.
1983	Ideal Reisen, Germany.	Kassbohrer Setra S228DT.
1984	Farnham Coaches.	Kassbohrer Setra S215HR.
1985	Townsend Thoresen.	Kassbohrer Setra S228DT.
1986	Flights Travel Group.	Kassbohrer Setra S228DT.
1987	Solitaire, Crawley.	LAG Panoramic.
1988	Yorkshire Rider.	Volvo B10M Jonckheere Jubilee P599.
1989	Bests.	LAG Panoramic.
1990	Coliseum Coaches.	Kassbohrer Setra S215HD.
1991	Travellers.	Kassbohrer Setra S215HD.
1992	Tellings Golden Miller.	Volvo B10M Van Hool Alizee H.
1993	Travellers.	Kassbohrer Setra S215HD.
1994	Beavis.	Scania K113CRB Irizar Century.

YEAR	DRIVER
1955	R.Best.
1956	S.S.Pennell.
1957	Cyril Kenzie.
1958	G.Taylor.
1959	R.W.S.Smith.
1960	P.Bunyard.
1961	E.Jenkinson.
1962	M.C.Pulford.
1963	T.E.Treagus.
1964	J.Thorpe.
1965	Cyril Kenzie.
1966	F.Coles.
1967	Brian Dyson.
1968	T.Prime.
1969	J.Griffiths.
1970	H.Dulake.
1971	Derek A.Moore.
1972	T.Prime.
1973	P.Bostock.
1974	A.Baines.
1975	T.M.Rees.
1976	T.M.Rees.
1977	Peter Bibby.
1978	Peter Bibby.
1979	Dudley Haynes.
1980	Peter Bibby.
1981	D.E.Hauton.
1982	Terry Shaw.
1983	Colin Ebdon.
1984	A.N.White.
1985	Dudley Haynes.
1986	Malcolm Stephenson.
1987	Jim Daniel.
1988	Malcolm Stephenson.
1989	Roger Middleton.
1990	Roy Hall.
1991	Colin Hook.
1992	Tony Head.
1993	Peter Bibby.
1994	Dudley Haynes.

OPERATOR	COACH
Best & Son.	Sentinel/Whitson.
Premier Travel.	Bedford/Duple.
Kenzie's Coaches.	Bedford/Duple.
W.Davis & Sons.	Bedford/Duple.
Comfy Coaches.	Bedford/Plaxton.
Campings.	Bedford/Duple.
Ellen Smith Tours.	Leyland/Harrington.
Bloomfield's Coaches.	Bedford/Plaxton.
Campings.	Ford/Duple.
Consolo.	Ford/Duple.
Kenzie's Coaches.	Bedford/Plaxton.
Southdown.	Leyland/Harrington.
Dyson's Minicoaches.	Ford/Deansgate.
Stotts Tours.	Bedford/Plaxton.
Golden Miller.	Bristol/Plaxton.
Banstead Coaches.	Bedford/Plaxton.
York Bros.	Seddon/Plaxton.
Stotts Tours.	Bristol/Plaxton.
E.J.Bostock.	Bedford/Plaxton.
Waites Coaches.	Ford/Duple.
Hills of Tredegar.	Bedford/Duple.
Hills of Tredegar.	Bedford/Plaxton.
Bibbys of Ingleton.	Ford/Plaxton.
Bibbys of Ingleton.	Ford/Plaxton.
Banstead Coaches.	Bedford/Plaxton.
Bibbys of Ingleton.	Volvo/Plaxton.
Applebys.	Neoplan Skyliner.
Shaws of Barnsley.	Bedford/Plaxton.
Ebdons Coaches.	Bedford/Plaxton.
Hardings of Betchworth.	Bedford/Plaxton.
Banstead Coaches.	Bedford/Plaxton.
Bibbys of Ingleton.	Volvo/Van Hool.
Kenzies, Shepreth.	Leyland/Plaxton.
Bibbys of Ingleton.	Volvo/Jonckheere.
Antler Travel.	Scania/Van Hool.
Grey Green.	Neoplan.
Beavis.	MAN/Jonckheere.
Reliance Coaches.	DAF/Plaxton.
Bibbys of Ingleton.	Bedford/Van Hool.
Banstead Coaches.	

PREVIOUS WINNERS OF THE COACH DRIVER OF THE YEAR TITLE



Dudley Haynes of Banstead Coaches was the 1994 Coach Driver of the Year, the third time he had won the event.

♪ **Every One's A Winner** ♪ by **Scania**

Scania, a growing force in the UK coach market, wish our customers success in the Brighton Coach Rally

European Developments

UP TO 15 METRES

European buses and coaches are growing

Visitors to the Maastricht Show last autumn might have supposed from the number of 15 metre coaches on display that such lengthy vehicles were the norm, rather than a very small part of the overall European coach market. Coaches over 15 metres in length were not permitted in most of Europe with the exception of parts of Scandinavia prior to 1993, but since then the number of EC member states allowing them has steadily increased. German, Dutch and Belgian operators can now buy and operate them, as can some non EC states including Czechoslovakia, while other countries, apart from the UK, permit them to operate on their roads.

Coaches in the 12 to 15 metre length range offer several advantages over 12 metre alternatives for a number of tasks, though they are not ideal for every application. A full 15 metre coach can carry virtually the same as a 12 metre double decker without the height restrictions encountered by double deckers. It is also the case that double deck coaches often lack luggage space, while 15 metre coaches generally do not. An alternative to the 15 metre coach for some seeking greater capacity might be



Berkhof Excellence 3000 coachwork on the DAF SBR3015 WS chassis.

the articulated coach, but this introduces new complications for maintenance staff, espe-



The American market has taken longer vehicles for many years. This Cummins powered Van Hool Alicron, seen at Kortrijk in 1993, is 45 feet long (around 13.7 metres). American coaches are also permitted to be slightly wider than the European maximum of 2.5 metres.

cially if they have premises with pits rather than lifts. Critics point to the greater road space a 15 metre coach occupies, but if it is carrying the load that it would previously have taken two coaches to transport, the road space occupied will be less.

The steering geometry and handling characteristics of the extended coaches are similar to 12 metre coaches, though there are obviously differences for the drivers to become accustomed to in terms of the front and rear overhangs and the extended wheelbase of some models. No-one is suggesting they are ideal for touring country lanes, though there are sto-

ries of a Megaliner decker reaching John O'Groats, it is for predominantly motorway work such as express services and inter-continental shuttles that they are best suited. Some continental operators are buying them for bus work, it is true, but I personally do not see UK operators finding them attractive on cost and manoeuvrability grounds for this type of duty. As the price is higher than for a standard 12 metre vehicle, the purchase of a longer vehicle only makes sense if the operator is regularly filling the additional capacity they provide, or using the extra space they offer to provide more legroom to the same number of passengers and thereby attracting more custom.

The recent 15 metre trend began in Germany where Neoplan persuaded the authorities to allow the four axle, Megaliner version of the Skyliner double decker, and this began to attract custom from operators offering long haul international services. Neoplan have gone on to develop a four axle double deck bus called the Megashuttle which is certified in Germany for an amazing 180 passengers, of which 100



Bova was the first to offer Europe a 15 metre coach on three axles in the shape of its Futura 15.430.



Neoplan's N4032/4 Megashuttle takes the 15 metre bus concept to the ultimate in terms of passenger numbers. It accommodates 100 seated and 80 standing passengers to give a total of 180.

European Developments



One of the various Van Hool 15 metre options is the T819 Acron integral.

are seated. Although their over 12 metre double deck designs are mounted on four axle underframes, the company also produces single deck designs on three axles including both the Cityliner coach and a citybus design.

Outside Germany the first European manufacturer to offer a 15 metre version of one of its products was Bova which produced a three axle Futura called the 15.430. An example was unveiled at the Kortrijk show in 1993 in the colours of Oad Reizen, though at that time such vehicles were not legal in the Netherlands. The Bova philosophy was to have a long front overhang where the driver was best placed to see, and a normal rear overhang where he would be less able to monitor the vehicle's location.

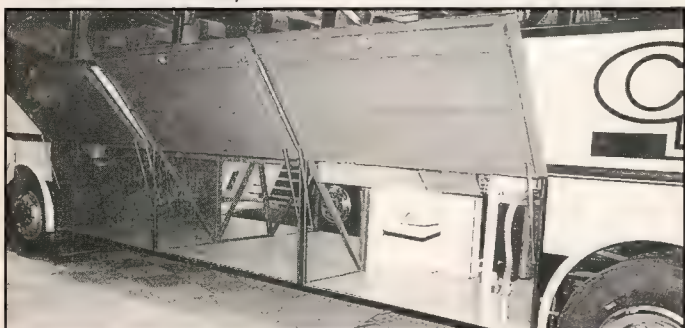
By Maastricht the following year many of the European manufacturers were also displaying 15 metre vehicles, although not all chassis manufacturers had developed versions of their chassis to accommodate the lengthier bodies. An exception was DAF with its SBR3015 WS 315 which featured the DAF WS315L 428bhp engine and a self steering trailing axle which locks into position when the vehicle exceeds 25Kmph or is in reverse. Berkhof were the first to offer a body on it with a version of their top of the

range Excellence 3000 with an overall height of 3.70 metres. Berkhof found that in Europe, where axle weight allowances are more generous than in the UK, it could offer bodywork of up to 13.5 metres on two axles, and at a cost only 10% higher than for an equivalent 12 metre coach. It also offered a 13 metre version of the Excellence 3000HD double deck body offering eight extra seats on a standard three axle chassis, and also offers a 15 metre double decker mounted on a four axle Neoplan underframe.



Jonckheere's ingenious solution for the Deauville 65.15 on the Volvo B12T chassis is to leave the engine in the normal position and add a rear luggage hold behind it.

Jonckheere's 14.8 metre long Deauville 65.15 offers an ingenious solution to the lack of a 15 metre Volvo chassis, in that it takes a standard B12T three axle chassis and adds a full conventional luggage boot to the rear of the engine, giving a vast luggage area. Jonckheere also offer a



The very spacious luggage compartment between the axles on a 15 metre Bova Futura 15.430.



Neoplan's four axle, 15 metre, Megaliner N128/4 double decker.

13.5 metre version of the Deauville on a two axle Volvo B12 chassis.

Longer vehicles are popular outside Europe too. The United States has 40 and 45 feet long coaches (12.2m and 13.7m), and these are also bigger in that they can be 2.6m wide, compared with the 2.5m European maximum. Van Hool already had considerable experience supplying vehicles for this market and for around 15 years to Sweden before the recent European 15 metre boom took off. Their integral range includes the 15 metre T819 Acron, the 15 metre T820 Altano and the 13.5 metre TD827 Astromega with a very considerable amount of luggage space. To this is now being added the first 12 metre plus coach from the Eos stable, the 13.5 metre three axle Eos 233.

Despite the advantages of 12 to 15 metre vehicles and the fact that operators in many of our European partner countries are able to purchase them, the UK Government has so far refused to grant permission for them to operate in the UK. Special permission was obtained from the Department of Transport to show the vehicles present at the UK Coach

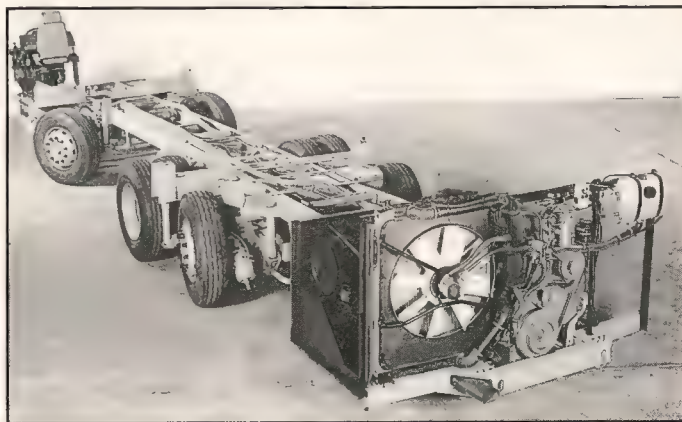
Rally, but such vehicles would normally be turned back at the ports. On occasions when they have passed the ports vehicles have been stopped and their passengers forced to complete their journeys on coaches complying with British legislation.

If, as a result of seeing these vehicles in action at Brighton, you feel they are something you could usefully employ, you might consider writing to your MP or ministers at the Department of Transport. Pressure is needed because as things stand, the chances of them becoming available to British operators look slim, despite the fact that there are already those who have expressed a real interest in ordering them.

By Stuart Jones.



Neoplan has developed the 15 metre concept for bus work as this Megatrans N4020/3 for HTM, Den Haag shows.



DAF's SBR3015 WS 15 metre chassis has a self steering trailing axle.

Vehicle Launch

VOLVO B6LE WRIGHT CRUSADER

The passenger accessible bus becomes more operator accessible

Low is the way to go when it comes to floor heights, and Volvo's latest offering, the B6LE, is not only more accessible to passengers than conventional midibuses, it is more accessible to the pockets of bus operators. It was unveiled last week at Volvo's Warwick headquarters in a joint presentation with Wright's Ballymena who have developed a new body called the Crusader to make the most of the possibilities offered by the B6LE. Production has already started at the Irvine plant and discussions about orders are taking place with a number of operators.

The first surprising thing about the B6LE Crusader is that it is considerably longer than the existing B6 at 10.6 metres. The wheelbase is 5315mm which Volvo claim helps to optimise seat pitches and the seating capacity obtainable within the 1997 DIPTAC recommendations. On the launch vehicle 36 seats together with space for 18 standee passengers gave a total capacity of 54, though a total of 57, including 39 seats, is possible if no provision is made for wheelchairs. A 4.5 metre wheelbase B6LE is scheduled for introduction at a later date which would give a body of around 9.8 metres.

Many low floor chassis can only be bodied with semi integral bodywork but Volvo have designed the B6LE to be equal in strength to the B6 and capable of being fitted



Constructed using Alusuisse techniques, the Crusader shares styling which is common with Wright's low floor products on other chassis.

with either an Alusuisse body like the Crusader, or a more conventional steel or aluminium body. As is Volvo's policy, the B6LE utilises as many existing parts as possible, and to the rear of the rear axle there are very few changes between the B6LE and the existing B6, other than the permanent mounting of the battery box at the rear on the left hand side.

Retention of the current driveline package should

help to keep things simple for maintenance purposes. Forward of the rear axle the chassis is considerably different as the frame height has been reduced by 170mm between the axles and by 220mm at the front platform area. The low front frame has been achieved by replacing the framing with a tubular structure and turning the existing cross-member through 180 degrees and locating it beneath the offside

frame member. The B6 air tanks are dispersed around the chassis, with most within the wheelbase, on the B6LE they are mounted on the outriggers forward of the rear axle on both sides of the bus. As on the B6, Volvo recommend that bodybuilders fit the fuel tanks forward of the rear wheel on the right hand side of the chassis.

To achieve the lower front axle height required for a low floor bus, the front suspension has been replaced with a new design which enables it to be lowered by 85mm, the shock absorber mountings having been redesigned to minimise body intrusion. Support for the front suspension is provided by a cross-member located in the centre drop frame section.

As a result of the alterations to the chassis, the B6LE Crusader has a single step entrance with a step height of 325mm, and this can be reduced to 235mm by means of a suspension kneeling device. Additionally, Wrights have equipped the front step with an automatic slide-out ramp which can

Production of the B6LE chassis is already under way at Irvine. An example is seen alongside a Crusader bodied vehicle.



Vehicle Launch

bridge the gap between the bus and kerb if required, the maximum ramp angle being five degrees. There is a slight ramp from the entrance to surmount the front axle but this is under the three degrees maximum permitted by the DIPTAC recommendations.

To further improve the entrance area, the driving compartment has been moved forward by 230mm and offset by 70mm to give a throat width of 785mm from the entrance to the saloon. The changes to the driver's area do not make it in any way claustrophobic or uncomfortable for the driver, indeed the cab area is the same size as that provided in the Pathfinder.

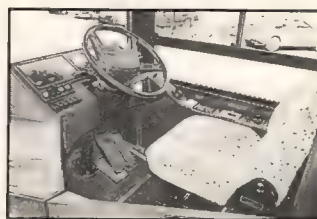
Wrights have more experience at producing low floor bodies than any other UK bodybuilder and have utilised the experience gained with the Pathfinder 320 to produce the Crusader. In comparison with the Pathfinder the Crusader is 2.4m wide rather than 2.5m, 2.95m high rather than 3.0m and 10.6m long rather than 11.6m. The vehi-



'Flushly fitted flashers flauntingly framed in horizontal grooviness,' the rear of the Crusader as described by Trevor Erskine, her designer.

cle's designer, Trevor Erskine, claimed that Wrights had been leading the low floor crusade and thus the name Crusader seemed appropriate. It certainly has nothing whatsoever in common with the last UK PSV product to carry the Crusader name, the 1958 Harrington coach body offered on lightweight chassis.

Trevor Erskine reminded those attending the launch that 6.5 million people in the UK have mobility problems, of which 4.5 million have difficulty using today's buses.



Though the driving seat has been moved forward and offset, there remains plenty of room in it.

He also pointed out that there are over two million children in the UK who are three years old or less.

Designed with their needs in mind, as well as those of able bodied passengers, the Crusader has double opening doors with a clearance between the grab handles of 1095mm and an interior which Trevor described as 'Tardis-like' in its spaciousness. Over each of the wheelarches there is a luggage rack, that on the nearside being larger than the offside. Within the wheelarch area single sideways facing seats

are provided on each side of the luggage pen on the offside and to the rear of the pen on the nearside. Beyond this there are four sideways facing tip-up seats on each side of the gangway. These are intended to seat passengers without their feet impeding the gangway, and when tipped up, to provide room for wheelchairs, baby buggies or shopping trolleys.

With the 1997 DIPTAC recommendations stipulating greater legroom, some operators have expressed concern about the number of seats that may be lost as a result. To overcome this Wrights and Callow & Maddox have developed the Urban 7DT seat which meets 1997 DIPTAC with 'no significant loss of seating capacity.' Trevor commented, 'Most people prefer to sit rather than stand and the new seat design allows passengers in aisle seats to remain seated when someone in a window seat needs to get out.' Beyond the sideways facing seats there is a pair of forward facing seats on each side of the aisle, beyond which there are a pair of steps, each of no more than 200mm, up to the rear section of the saloon in which the floor slopes at an angle of under three degrees to a further step up to the last row of seats.

There are plenty of bright orange handpoles and rails, and the forward facing seats have matching handrails incorporated along the top. Heating is provided by a ther-



The spacious interior of the B6LE Crusader.



Treatment of the seats and luggage pen over the front off-side wheelarch is very neat.

Vehicle Launch



At 10.6m the B6LE Crusader stretches the midibus concept but offers operators an attractive package.

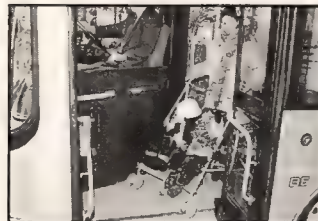
mostatically controlled Clayton fresh air and convection system with two Fletner rotating roof vents and six hopper windows providing ventilation. Illumination is provided by two full length Invertec units. Wrights also claim low saloon noise levels averaging less than 76 decibels.

Externally Crusader has a number of features intended to make it easy to operate and attractive to the passenger. The front screen is in three pieces with the a vertical split to the main screen area. The front screen is rubber mounted though those at the sides are flush bonded. There are detachable quarter panels at the rear and the lower side panels are quick-fit detachable units which, in common with the rest of the exterior, have been designed to leave nowhere for dirt to build up, simplifying cleaning and helping to ensure that the bus puts over the right image. The Wright W of the front panel is now repeated in the shape of the engine air vent below the rear window. Research has shown that a lesser number of horizontal slats provides the best airflow for an engine so the Cru-

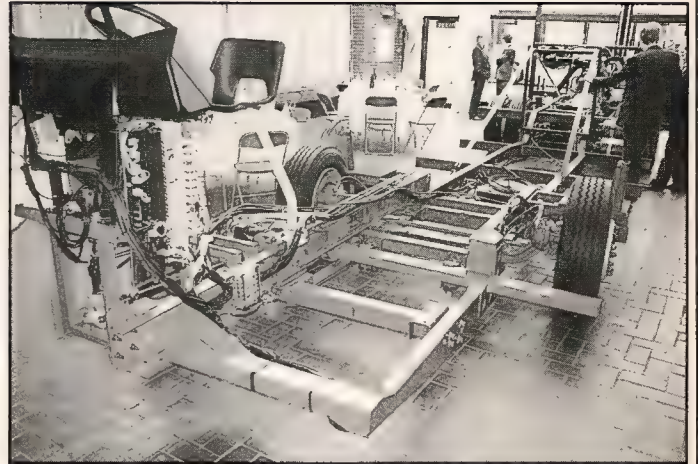
sader has these backed by a smaller mesh to prevent the ingress of leaves.

Summary

At 10.6 metres, the B6LE Crusader stretches the midibus concept beyond the 8.5m to 10.0m boundaries within which it has hitherto been contained. Is it, in fact, a midibus at all, or will it be seen by customers as a vehicle which can directly replace a full sized saloon? The Leyland National was originally offered as either a 10.3m or an 11.3m bus, and I don't remember either version being referred to as a midibus. Volvo already offer a full 12 metre low floor bus in the UK in the shape of the B10L with Alexander/Saffle



Front gangway width is sufficient for a double baby buggy.



The B6LE chassis showing the tubular structure in the front step region.

body, but to date only three have been ordered for the Northampton subsidiary of Firstbus plc. Will the B6LE make the B10L look an expensive way of providing an additional 1.4m of capacity?

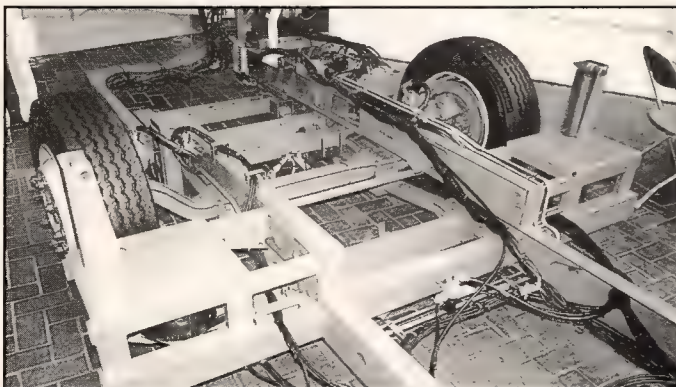
There have been criticisms that the B6LE cannot offer a stepless centre door option. This may be true for those bodybuilders who rely on the chassis to provide the bulk of the vehicle's strength, however Wright's MD, William Wright, told me that the Crusader's strength was such that cutting the chassis and incorporating a centre door option could easily be accomplished if it was required.

Wright's have long been committed to the low floor concept and claim to have about 100 low floor buses in service with nine UK operators. By offering low floor products on Dennis, Scania and now Volvo, they are well placed to take advantage of the swing towards low floor

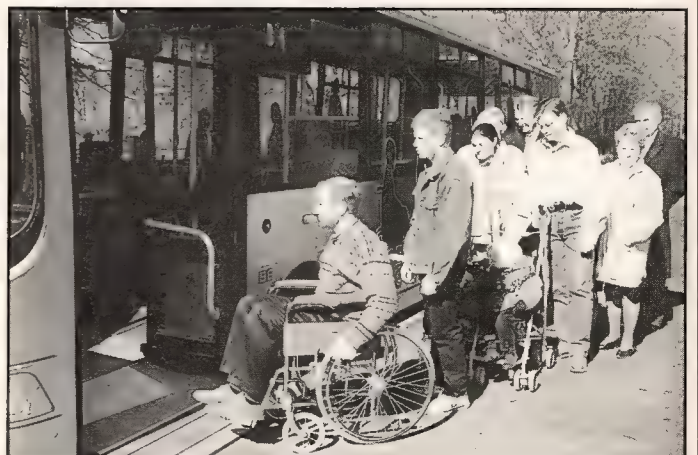
buses that the Government is currently encouraging and will almost certainly legislate for in time.

Volvo was originally slow to react to the arrival of the midibus as a force in the market, and was also slow to introduce a true low floor bus in the UK. The B6 is now established and continues in production but the arrival of the B6LE has shown that Volvo does not intend to be left behind as both the midi and low floor markets develop, especially as low floor midibuses look likely to become one of the most important sectors for new purchases. Most commentators agree that operators will buy low floor when the cost of doing so is the same, or virtually the same, as that of buying conventional buses. Trevor Erskine referred to a B6LE Crusader costing under £80,000 so it appears that that time could well be now.

By Stuart Jones.



The front axle and suspension arrangement.



The B6LE Crusader is designed to make using buses easier for all passengers, including people in wheelchairs.

Fleet Additions



Staged deliveries of six National Express Rapide specification are taking place to Durham Travel Services. Supplied by Scania Coach Sales, one vehicle is equipped with 49 reclining seats, courier seat and a toilet. The others feature 44 reclining seats, courier seats, rear servery units and toilets. All the coaches have ZF automatic transmissions and Telma retarders.



First Javelin joins rental fleet

The first Dennis Javelin Caetano Algarve IIs to join the 1995 Dawsonrentals fleet have just been delivered. A total of nine similar coaches with double glazing and 53 reclining seats were ordered, of these six are 290 bhp GX models and three are 240 bhp versions. They will be available on a variety of short or long term rental packages to suit individual operators' requirements.



Claremont's ride to work

This Iveco 59.12 minicoach has been supplied to Claremont Garments through Topmark Vehicle Contracts, a firm of hire specialists, on a five year maintenance inclusive agreement. Bodied with a Wessex II coachbuilt design from WS Coachbuilders, it is equipped with 29 seats and is used for providing travel to work for skilled machinists employed by Claremont.



Rambler's Scania duo

Rambler Coaches of Hastings recently purchased a pair of Scania K113CRB Van Hool Alizee HEs from Scania Coach Sales. Both coaches feature 51 reclining seats, courier seats, toilets, rear continental doors, fridges and drinks machines. The specification also includes Scania GR801 Comfort Shift gearboxes and Telma retarders. The new coaches are the first ones to enter service with Rambler and join a previously all Volvo fleet.



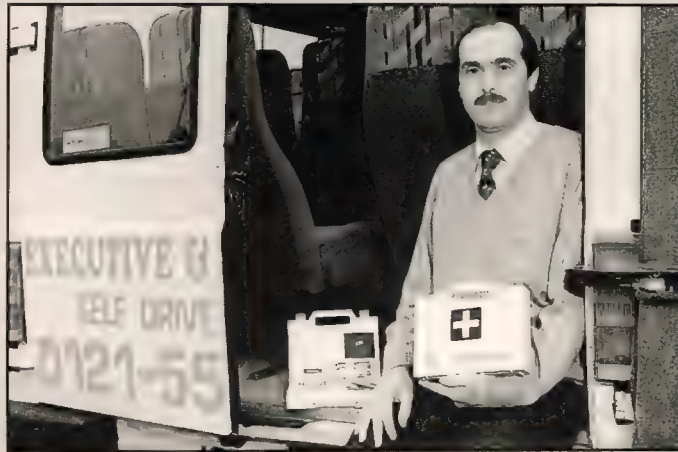
Scania Van Hool for Browns

Brown's Coaches of Pontefract have acquired this new Scania K113CRB Van Hool Alizee HE from Scania Coach Sales. Featuring a GR801 Comfort Shift gearbox and Telma retarder, the specification also includes 49 reclining seats with seat belts, courier seat, toilet, driver's bunk, and a drinks machine. Eddie Brown opted against having a rear window fitted on this occasion.

Products & Services

First aid

Cuxson Gerrard, manufacturers of specialist first aid kits, has added a PSV specification to its range of industrial packages. These are specifically designed to meet with the legal requirements pertaining to each speciality, whether transport, food hygiene, sports or chemical industry application. The kits are prominently marked and contained in lightweight airtight receptacles. For full details of the PSV first aid kits contact David Wain on 0121-544-7117.



One of Cuxson Gerrard's PSV first aid kits.

European Bus and Coach Handbook

The European Bus and Coach Handbook, written by David Lowe and published by Kogan Page, is now available in paperback form and costs £25. The book claims to cover all aspects of the road passenger transport operating industry, providing information on legislative require-

ments and operating procedures.

Divided into four sections, the manual covers: passenger and vehicle legislation; operating practices; safety and comfort; and operating within EU member states. There is also an appendices section which includes rele-

vant addresses and a bibliography of legislation. The book is available from book shops, ISBN 0 7494 1405 7, or direct from the publishers. Contact Kogan Page, 120 Pentonville Road, London N1 9JN. Telephone 0171-278-0433. (Add £2.50 for post and packing).

Jaguar signage

Jaguar Signs, suppliers of PSV lettering, legals, vinyl graphics and logos is keen to extend its services on a nationwide basis. The company not only deals with modern computer produced lettering but offers the traditional skills of signwriting, gold leaf gilding, pictorial designs and destination blinds.

Jaguar also offers a mail order service with same-day dispatch on legals, engraved labels, screen printed safety signs and other items. For further information on the company's products and services contact Jaguar Signs Ltd, 3 Springfield Close, Mangham Way, Barbot Hall Industrial Estate, Rotherham, South Yorkshire. S61 4RL. Telephone 01709-367869.

Coachline insurance

The corporate risks division of insurance specialists Swire Fraser has launched a new and exclusive facility for coach operators. Entitled Coachline, the policy is underwritten by Lloyds and offers competitive rates, fast and efficient claims handling plus uninsured loss recovery. It has the flexibility of including 'value added' extensions and offers an attractive premium financing arrangement. For more information on Coachline call David Seel on 0171-204-1299 or Darren Nightingale on 0171-204-1338

Dri Wash 'N Guard promises easy cleaning and no water requirement

A new waterless vehicle cleaning product is being marketed in the UK by spray painting specialists Drury Drury. Dri Wash 'N Guard is claimed to combine all the best features of waxes, polishes and paint sealants. Its advantage is that once a coating has been applied a dirty surface can be wiped away and buffed to the original shine without scratching the paint surface.

The main attraction for operators is that a driver or crew could clean and polish a vehicle whilst parked at a remote venue, without the need for carrying on-board wash facilities or finding a local operator with wash facilities for hire. The product's manufacturers claim that Dri Wash 'N Guard applications can bead water for up to a year - even on wind-screens, and to clean them between applications

requires a wipe over with damp terry towelling and then buffing up with a dry piece of terry towel.

Applying the product to older paintwork will keep it protected but cannot prevent fading which may have set in with the oxidation process that causes colour fade. Frequent applications, every two to four months, however, are claimed to dramatically slow the process down.

The coatings should be applied when the vehicle is clean and completely dry. It is sprayed on from an air-pressurised container and buffed before it dries. One 32fl.oz can is enough to cover a full 12 metre coach and costs £11.00. For further details contact: Drury Drury, Unit B3 Lympne Industrial Park, Nr Hythe, Kent CT21 4LR. Telephone 01303-265706.

Carrier air-conditioning

Carrier Transicold is expanding its operation to include a dedicated bus division for the supply of air conditioning systems. The European based subsidiary, Carrier Transicold Bus AC, is based at Zoetermeer, Holland, and will deal with European, Middle East and African markets.

Carrier perceives the market for air conditioning units in bus and coach applications growing steadily in the future. It is currently developing suitable systems and is working with vehicle manufacturers to ensure product compatibility. The company is already well known in the field of refrigerated goods haulage and has an established service network. Many parts will be interchangeable between PSV and HGV systems and this will allow new customers to benefit from the care offered by the network. Carrier also believes it can offer greater economy of scale than the current specialist producers and because a high proportion of parts are produced in-house. This, claim Carrier, means there is confidence in product reliability and meaningful warranties.

Terence Barker relocates

Terence Barker Tanks, manufacturers of multi-purpose storage tanks, has relocated from its Takeley premises to a new site on an industrial estate at Bocking, Essex. As well as building or refurbishing tanks, the company can supply complete bundled fuel systems, underground installations and is also a distributor for Watchdog fuel management systems and Balmoral rotationally moulded polythene storage tanks. The new address is Straits Mill, Convent Lane, Bocking, Braintree, Essex CM7 6RP. Telephone 01376-330665.

Products & Services

Exhaust brakes for Cummins B&C series

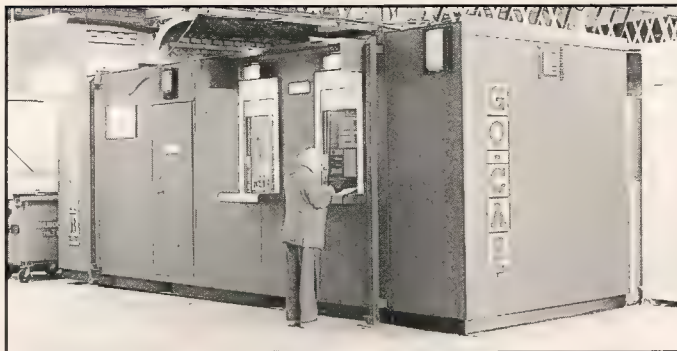
Operators requiring additional braking assistance on buses or coaches fitted with Cummins B or C series engines can now fit the Jacobs Extarder. Produced by Jacobs Vehicle Engineering, the Extarder units are available for all horsepower ratings of the Cummins B or C units and help provide a wear and cost saving on foundation brakes, improving vehicle safety and control.

The Extarder is manufactured from a high grade cast iron alloy to resist high working temperatures and the housing contains a butterfly valve which provides a controlled restriction to the gas flow in the exhaust system. This increase in back pressure requires an amount of power to overcome as it works against the compression in the engine. The power is taken from the drive wheels, which are still turning, and therefore driving the engine against the pressure created by the Extarder. This form of negative energy controls the speed of a vehicle going downhill while also providing a speed reduction on a level surface.

The Extarder's light construction presents no undue overhung weight problems for the Cummins turbocharger. Its minimal size also means that installations can be flexible. For further details on the Extarders, model EXB59 for the B series and model EXC83 for the C series, contact Dennis Broskom or Mike Spencer at Jacobs Europe, Sheffield. Telephone 0114-250-7271.

PA command shock exchange

Peacock & Archer has introduced lever arm shock absorbers and links to its range and is offering a remanufacturing and service exchange facility. Units will be available through all P&A Command Group service depots sited around the UK. For further information contact the company on 0538-372444.



A Go-Store portable high security cash/ticket office in operation. It is the only one approved by British Rail.

Portable security units

Stackright has developed a new concept in temporary accommodation which provides a high security environment. Go-Store constructions are suitable for use as temporary cash offices or permanent ticket booths. They are made from galvanised steel and equipped with bullet-proof security windows, a panic button activator for the alarm system and electronically controlled steel shutters which can cover the windows and seal off the lobby area -

imprisoning thieves or vandals until the police arrive.

Go-Store units also offer kitchen, rest room and toilet facilities which add to security as staff do not need to leave the building. They are claimed to be easy to install and maintain. British Rail has approved Go-Store as the only recommended temporary high security cash office. For more details contact Alex Watt, Stackright Ltd. Telephone 0151-548-9838.

Acacia banishes smells

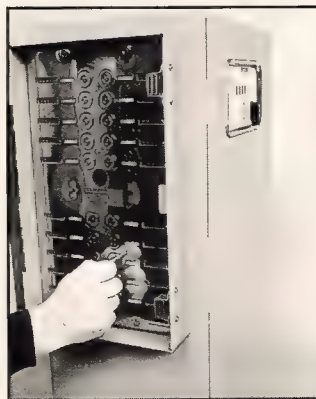
Acacia International is marketing a chemical toilet additive called Acilin Blue. The product is claimed to be totally safe and free from formaldehyde, yet provide effective control of odours from sewage, urine and other organic wastes. Acilin Blue is biodegradable and also works to break down waste

matter, making it environmentally acceptable. It is also said to have a pleasant fragrance. The product is supplied with an easy to use pumping mechanism to control dilution ratios. Acacia International can be contacted at 50 Alexandra Road, Enfield, Middlesex EN3 7EH. Telephone 0181-805-3483.

Keytrol 20 fuel stock security

Stamford International has developed a cost effective system for providing detailed fuel records and secure control over access to stocks. Keytrol 20 has been designed to fit on the side of a standard Gasboy/Tokheim 390R consumer pump. It allows only authorised keyholders access to fuel and reports withdrawals on a daily, weekly or monthly basis. Stamford International say that the system should not be confused with a fuel management system. The cost of Keytrol 20 is £1,595 factory fitted to the 390R pump. VAT and carriage are extra. For more information contact Michael Harley, Stamford International, Jack Haws Lane, Barnack, Stam-

ford, Lincs PE9 3DY. Telephone 01780-740400.



Stamford International's Keytrol 20 which provides security for fuel stocks.

Hi-Lite Signs

Hi-Lite Signs, the Louth based sign producer with outlets in Aberdeen and Nottingham, is offering a wide range of services to fulfill both promotional and legal requirements. The company can provide: multicolour screen printing on a wide range of materials, rigid plastic and self-adhesive vinyls; computer generated text and graphics in a vast number of colours, styles and sizes; Fibrelite GRP signs or mouldings; engraving; illuminated signs and vehicle and window graphics.

Other products available from Hi-Lite include reflective materials and luminous paint which are intended for identifying emergency escape routes, hazards, stair nosings etc. Full details of the company's services can be obtained from: Louth 01507-600500; Aberdeen 01224-248532; or Nottingham 01602-784201.

Plimsoll analysis published

The first edition of Passenger Transport 1995, the Plimsoll Portfolio Analysis was published on 27 March. It contains performance details of 1413 companies, highlighting their strengths and weaknesses and providing an overall picture of the state of the industry. While the summarised results show the industry is becoming stronger, it says that 57% of companies are experiencing financial difficulties.

The report says that, over the last year, sales have increased from six to nine percent in comparison with the previous year. It also states that companies with a turnover below £2m recorded an eight percent growth in sales, while companies with turnover in excess of £17m recorded 12% growth. Overall, the industry was able to return a three percent pre-tax profit. Small companies returned two percent and those with turnovers between £6 - £17m reported four percent pre-tax profit margins.

Copies of the analysis are available at £295 with the supplement report at £195. For details contact Mark Haynes, Plimsoll Publishing Ltd. Telephone 01642-230977.

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302/9076/EC

301/661/EC

302/2654/FC

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VOLVO B10M 1982. Private Plate, tested July '95, 49 recliners, sunken toilet, wired for video..... **£24,500 + VAT**
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1981 J MERCEDES 609D EUROPA
21-SEAT EXECUTIVE COACH, unlettered white exterior, video/TV/radio/cassette/cd system, table, full draw curtains, tinted windows, deep well boot. This vehicle has completed only 70,000 miles from new and is in truly mint condition. Outstanding value at just

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1984	FORD	TRANSIT	12	17.03.96
1985	FORD	TRANSIT	16	Expired
1986	FORD	TRANSIT	Service 16	06.12.95
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11/76	19/07/95	Daimler Fleetline	76
03/77	08.05/95	Daimler Fleetline	76
01/78	06/09/95	Daimler Fleetline	76
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05/82	09/11/95	Leyle SOLD at Wadham Stringer	49
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1986 BEDFORD YNT Plaxton Paramount 3200, 53 seats, MoT April
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1977 BEDFORD PJK Plaxton Supreme, power door, 29 seats **£1950**
1985 C REG FORD Transit Di Routes, 16 str bus, v. clean example
 not usual rubbish, repainted white..... **£1995**
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1982 BOVA EUROPA

51 seats, reconditioned gearbox,
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12m Duple Dominant II, 57 seater, retrimmed approximately 2 years ago, new power steering, kingpins, battery, tested until end February 1996, drives well, just returned from Isle of Wight Tour

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1986 C DAF PLAXTON PARAMOUNT 3200, 55 fixed seats (could be converted to 57 seats), radio, P/A, cassette, excellent condition, £39,950 + VAT. Tel: 0131 333 2362. 302/746/DAF

CAETANO

1989 TOYOTA OPTIMO

21 seats + courier, very tidy, one driver.

£15,000

Tel: (01388) 772772 (Durham) 302/9168/CA

TOYOTA OPTIMO II

21 seater, 1991, H reg, MoT November '95. As new

£29,750 + VAT

TEL: 0171 253 3699 Anytime 302/9082/CA

1986 TOYOTA

19 seats & courier, MoT Sept 95, white bodywork, immaculate inside and out.

£11,750 ono

Tel: 01494 715381 or 0850 880942 01494 674656 (eve) 302/9425/CA

DAF

DAF MB200 FL VANHOOL ALIZEE

Executive, first registered 11/4/83, MoT 3/96, PP, 48 reclining seats, servery, rear mounted toilet, radio/PA/TV, side curtains, excellent condition body and mechanically, full service records.

£45,000 + VAT

Tel: 01225 422267 302/9602/DA

1984 DAF 2300 DHS JONCKHEERE P599

51 reclining seats plus crew seats, driver's bunk, double glazed, toilet, drinks machine, fridge, Webasto, 2 TVs and video, radio plus PA system, new engine fitted, MoT April '96, private plates.

£35,000 + VAT

Tel: 0151 426 5447 302/2662/DA

DOUBLE DECKER

BRISTOL GARDNER, 75 seat Alexander, MoT Feb '96, 6 new tyres. £8,500. 01473 822277. 302/9128/DD

CAETANO

TOYOTA OPTIMO LATE 86

19 seats and courier, owner driver, excellent condition for year, many new parts fitted, MoT until Oct '95

£11,750 + VAT ono

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the KINGS FERRY of Gillingham



1992 K REG TOYOTA OPTIMO MK II

21 seater, rad/PA/cass and Blaupunkt video system, hot drinks unit, 93,000 kms from new. £33,950

PRE-SEASON OFFER TOYOTA OPTIMO MK2

1991 H reg. 18 recliners + courier, grey interior with aisle carpet, white exterior, rad/PA/cass, 214,000kms with one owner, September MoT.

£27,750



(FILE PHOTO)

For further details Telephone: (01634) 362741/377577 Other Optimos available 302/9172/CA

DOUBLE DECKER**MCW METROLINERS 1986**

Powered by Cummins L10/290 engine, 70 seaters, toilet, fridge, servery, radio/PA, front entrance and rear exit, wired for TV, white paint work, 12 months test and 7 months test
Choice of 2 £29,850 ono + VAT

For both or will sell separately

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or 01993 846631

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1974 DMS single door, new ticket
£4,250 + VAT tel: 01923 222151/
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1981 W REG SCANIA BR11 22H

76 seats, Voith gearbox, 1 door, Marshal bodied, some with new tickets, all in excellent condition
Choice of 6

Ensign Bus and Coach

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302/2836/DD

PLAXTON 4000

75 retrimmed seats, toilet, drinks

2 x NEOPLAN with Mercedes engine.

ZF auto gearbox, both 'B' registered with MoT's to 11/95, 12/95

1 x SCANIA K112 with CAG

'C' registered with MoT to 5/96

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302/9090/DD

BRISTOL VRT SL2 R reg, tested, Gardner engine, Day 01226
727769, Eve 01226 716166 302/9808/DD

DENNIS**DENNIS JAVELIN DUPLÉ 320****1990 H REG**

57 reclining seats, curtains, MoT to August 1995, new engine, under warranty.

£58,000 ONO

Tel: (01792) 321 701

302/9173/DE

DENNIS 1988 JAVELIN, 53 seat Paramount, MoT March '96, private plate, exceptionally clean. £54,000. 01473 822277.
302/9129/DE

FREIGHT ROVER

FREIGHT ROVER OWNERS, Isuzu 2.8L conversion engines, now in stock, improve reliability, fuel consumption, performance, starting guaranteed, self fit or fitted in a day from £2,500 + VAT. Boomerang Bus Company, Tel 01684 292108.
302/2898/FR

1987 21 SEATER, good condition, recent recon. engine, electric operated doors, 6 new tyres, test Dec '95, taxed Nov '95. £2,950 + VAT. Tel: 01304 207890 or 205887.
302/9152/FR

FORD

1979 FORD DUPLÉ 35 seater, MoT and taxed, good condition £6,500 ono + VAT Tel: 01224 780653
302/2674/FO

TRANSIT DIESEL, 14 PSV or 5 w/chairs, also taxibus 8 + 1 w/chair, 14, 15 and 16 PSV available now.
1990 TRANSIT diesel, auto, 15 PSV bus driver moquette seat, low mileage, service histor. Blythswood Motors 0141 221 3165
302/9444/FO

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£19,500 + VAT
p/x considered

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302/9161/LAG

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- Spring Hangers etc

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MCW METRORIDER 1987, 25 seaters, tested till November '95. £11,500 ono + VAT. Tel: 0114 2510545.
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302/9164/LE

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Plaxton Paramount, low driver (colour: silver grey, unletered), 50 reclining seats and courier seat, coffee machine, continental door. Semi-auto (new g/box). MoT to March 1996. (Excellent condition inside and out).

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302/9131/LE

1978 PLAXTON 12 METRE, 57 seater, power door, recent engine overhaul (currently been completely repanelled and painted into white), MoT Aug '95. £6,500 ono + VAT. Tel: 01388 527774. 302/9322/LE

1987 (D) DUPLÉ 340 LEYLAND TIGER 260

Semi Auto. 51 reclining seats, rear toilet, servery and boiler, continental door, courier seat, wired for TV and video. Recent engine overhaul and retrim. Webasto heater. August test.

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302/9066/LE

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302/9439/LE

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302/9342/LE

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Run by major operator, 10.3 metre, all in good condition with current MoT

Tel: 01535 611606

302/9433/LE

1977 (S REG) LEYLAND LEOPARD DUPLÉ DOM II, 12 metre, 53 seater + 2 tables, P.O.D. taxed, MoT till March 1996, good condition for year. £4,450 + VAT ono. Tel: 01772 749358/747329 (Preston).
302/9160/LE

1981 W REG LEYLAND ARTICULATED AIR SIDE BUSES

Fitted Leyland AEC, 680 engines, ZF auto gearbox, entry/exit doors on both sides, peripheral seating, maximum standing, in good order throughout.

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302/2895/LE

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302/9158/ME

MERCEDES in stock now, 16-33 seats, service and coach spec and some wheelchair, Urban Ranger 43 + 25 standees, service or dual purpose. Blythswood Motors 0141 221 3165
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1980 LEYLAND LEOPARD, fitted Plaxton Supreme 4-body shell, 53 bus seats, express doors, semi-auto power steering, 21 standing. Choice of 5

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302/2894/LE

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£43,000 ono
1983 (April) MERCEDES 0303, 53 seats, courier seat, air conditioned, radio/pa/cassette, Webasto, exterior blue, MoT 11 Aug '95 (can respray white if required) £25,750 ono

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302/9616/ME

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(Intercooler) Autobus Classique II 25 seater (20 recliners and 5 way rear fixed), power door, TV and video, PA and stereo, Jason coffee machine, large boot.

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49 reclining seats plus toilet, fully retrimmed interior, private plate, 12 months MoT.

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with luggage racks and pen and boot

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302/2698/ME

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302/9447/ME

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1982 FIAT 610 CAETANO BEJA, 18 seater luxury minicoach, new ticket, clean, tidy, **£5,000 + VAT. Tel: 01530 260933 (lbstock).**

302/9421/MIC

MIDICOACH

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302/9449/MID

NEOPLAN

1985 NEOPLAN JETLINER, Daf running gear, 11.6 engine, 12-13 MPG, 49 reclining seats, toilet, coffee machine, wired for video, test till March '95, **£27,950 + VAT. Tel: 01924 374436 (West Yorks).**

302/9448/NE

NEOPLAN SKYLINER 1982, 10 months MoT, 71 seater, re-trimmed last year, bodywork straight, Mercedes V10 engine, all in good working order. **£22,950. Tel: 01580 879339 or 0802 255605.**

302/9174/NE

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MERCEDES 609D, F reg, Reeve Burgess conversion, 19 hi-back seats, large boot + parcel sh., taxed and tested. **£13,800 ono. Tel: 0191 2290202 or 0191 2674944.**

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302/9420/MB

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1986 IVECO 35.8 ELME BODY, 16 seater, twin seats, manual electric door, parcel rack, tachograph, 2 roof vent, radio cassette, MoT 12/95, VGC

£5,000 VAT

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302/2664/MB

F REG MERCEDES 609D, 27 luxury seater.. **£14,500 + VAT**

1987 FREIGHT ROVER CARLYLE, 27 seat service bus..... **£3,000 + VAT**

1986 MERCEDES 608D REEVE BURGESS, Service Bus

£7,500 + VAT

H REG RENAULT MASTER, 16 seats, underfloor luggage space, MoT Sept '95

£8,500 + VAT

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302/2657/MB

IVECO TURBO DAILY, 1989, 23 seats, Mellor body, D/P seats, power door, Diptac, Eberspacher heating, exceptionally low mileage, unwritten and unmarked, tested and taxed, **£14,000 ono. FREIGHT ROVER 1989 CARLYLE II BODY**, 20 seats, power door, Eberspacher heating, very low mileage, good condition, **£6,000 ono. Tel: 01442 865552 or 0860 693211.**

302/9317/MB

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NEW GENERATION FORD TRANSIT DIESEL

SWB semi-high roof, factory built, white, unlettered, 12 seats, with belts and headrests, PAS, HRW, 26,000 genuine miles. Owner driven, PCV till December '95. Mint condition inside and out.

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302/9169/MB

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302/9419/MB

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17 seat M2M, E reg, power door, soft trim, new test, recon engine. Good condition.

£8,500 + VAT

**20 SEAT CARLYLE
SHERPA**

D reg

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LDV 200 DIESEL 12 seat Minibus. PCV 1990, recent new engine..... **£2,000 + VAT**

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302/2671/MB

1987 SHERPA 350 DIESEL, 16 seater coach conversion, attractive light grey interior, MoT Nov '96, in good condition. **£3,850 + VAT. Tel: 01225 424 157.**

302/2670/MB

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12 seater, plain white, power steering, seatbelts, full MoT to PSV standards.

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Tel: 01709 812343

302/2694/MB

OPTARE CITY PACER, 23 seater, full DipTac, tested **£4,500. 20 Seater Freight Rover**, Dormobile, 10 months test, recon engine, **£2,250. All Freight Rover parts available including engines etc. 01254 871878, 0850 401640, 0589 946914.**

302/9176/MB



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USED

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302/2632/MB

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Both public service vehicles

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15 seats, 2.5 diesel, reg June 89, PSV tested, Sept 95

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302/9409/MB

CARRIAGEWAYS

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1990 H REG MERCEDES BENZ 311, PMT dual purpose, 33 luxury seats and 8 standees, p/door, large boot, destination box, test Sept. £21,500

1990 H REG TOYOTA OPTIMO, 21 seater, red interior, mechanics and body good, test Sept. £24,950

1990 DAF 400, 16 seater, factory conversion, PSV, test August 95. £8500

1988 F REG FREIGHT ROVER, 16 seater, luxury Elme bodywork, power door, test Feb '96 £8750

1988 F REG TALBOT TRIAXLE, 22 seater Pullman, tested. £8500

87 E REG IVECO, 8 cylinder diesel Caetano Vienna, 19 seater, good condition, test Sept '95. £13,950

1986 D REG FREIGHT ROVER, diesel, h/roof, test March 1995, 14 seater. £2,950

NON PSV

1992 RENAULT MASTER, diesel, 14 seater with luggage pen, choice of 2, easily made into Welfare or PSV. £10750

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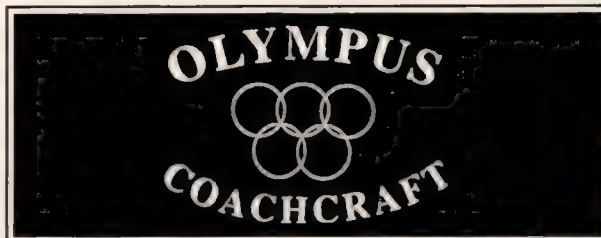
Low mileage, excellent condition, Henderson hideaway lift, 14 high back seats, coil up to six wheelchairs. Full soft trim, luggage racks, power doors, Eberspacher heating. Suitable for welfare and private hire

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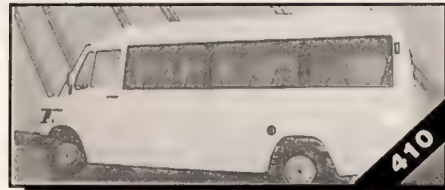


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FIAT DUCATO 1988, diesel 14 seater Devon Conversion yellow, with grey interior £6,950

LDV 400 1989, diesel, 16 seater, low roof, air susp new engine. £6,950

FORD TRANSIT 1989, 14 seater petrol, white. £5,950

TALBOT EXPRESS 1985, diesel, 14 seater, white. £5,450

IVECO 49/10, Robin Hood coach built, 21 bus seats + 7 standees, white. £4,950

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FORD TRANSIT 1989 Petrol, 12 seater. £4,950

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FORD TRANSIT 1987 Petrol, white. £3,950

FREIGHT ROVER 1984, 16 seater, white. £1,950

TALBOT EXPRESS 1300 L 1986, diesel, 8 seater, white. £1,500

FORD TRANSIT 1984 Petrol, 15 seater. £1,450

FORD TRANSIT 1981, 16 seat, white/red. £950

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16 seat PSV,
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15 seat PSV,
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New 12 months test,
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USED SCANIA

1992 J SCANIA K93 VAN HOOL ALIZEE, 55 recliners, radio, P/A cassette

1991 H SCANIA K93 PLAXTON PARAMOUNT 3200, low driver, 53 recliners, double glazed, radio, P/A, cassette

1990 G SCANIA K93 VAN HOOL ALIZEE, 51 recliners, toilet, drinks machine, radio, P/A, cassette

OTHER

1986 C DAF PLAXTON PARAMOUNT 3200, 55 fixed seats, radio, P/A, cassette

1984 TIGER CARIBBEAN, 47 recliners, toilet

1983 TIGER VAN HOOL, 52 recliners, radio, P/A, cassette



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white, 12 months MoT, excellent
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302/2851/V0

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53 seats, MoT December 1995,
registration number YHR 702

£10,500 ono

1981 VOLVO B58 Plaxton Supreme

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£13,500 ono

01703 692235

302/9177/V0

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ALEXANDER Y TYPE BUS,
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courier seat, retarder, bunk, hot water
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hydraulic seat, full air suspension,
Webasto, all white, MoT 8 Dec
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boiler, refrigerator, video / TV / pa /
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VOLVO 1982 B10M Duple Goldliner, 49 seats and toilet, MoT July
'95

VOLVO 1981 B58 Duple Dominant, 54 seat, rear saloon toilet, MoT
July 1995

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March 1996

LEYLAND 1989 TIGER Duple 320, 57 seats, all white, MoT Dec 1995

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MoT

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1981 BEDFORD YMT PLAXTON SUPREME, 53 seats, p.o.d,
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90 TRANSIT, 15 diesel PSV auto Deansgate

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89 MERC 609, coach spec, 23

89 MAZDA, 14 seat, PSV, tested.

89 MERCEDES 609, 19 + Boot, p.door

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1989 TOYOTA OPTIMO, 21 seats, power operated entrance door. Interior — red; Exterior — white. MoT March 1996

1988 TOYOTA OPTIMO, 19 seats, TV and video, water boiler. Interior — red; Exterior — white. MoT December 1995

1988 DENNIS JAVELIN 12MTR PLAXTON 3200, 53 reclining seats, power operated door. Interior — autumn tint; Exterior — white. MoT August 1995

1988 DAF DKFL CAETANO ALGARVE, 49 reclining seats, centre sunken toilet, continental door, water boiler. Interior — autumn tint; Exterior — white. MoT September 1995

1988 BOVA FUTURA FHD, 49 reclining seats, centre sunken toilet, continental door, water boiler, video and monitor, driver's bunk, Telma retarder. Interior — grey; Exterior — white. MoT February 1996

1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200, 53 reclining seats, power door. Interior — red; Exterior — white/blue. MoT February 1995

1987 DAF DKFL PLAXTON PARAMOUNT 3500, 53 reclining seats, power operated door, TELMA retarder. Interior — grey/maroon; Exterior — white/red.

1986 (D) DAF SB PLAXTON PARAMOUNT 3200, 55 seats, power door, curtains. Interior — autumn tint; Exterior — white/maroon. MoT November 1995

1986 VOLVO B9M PLAXTON PARAMOUNT 3200, 43 seats, power operated door. Interior — autumn tint; Exterior orange/white. MoT December 1995

1985 BOVA FUTURA FHD, 49 reclining seats, continental door, water boiler, wired for video and monitor. Interior — grey; Exterior — cream/brown. MoT December 1995

1985 VOLVO B10M BERKHOF ESPRITE, 49 reclining seats, centre sunken toilet, continental door, wired for video, TELMA Retarder. Interior — autumn tint; Exterior — cream/mauve. MoT November 1995

1982 LEYLAND LEOPARD DUPLÉ DOMINANT IV, 53 seats, 6 speed ZF gearbox, power door. Interior — autumn tint; Exterior — white/yellow. MoT December 1995

1979 LEYLAND LEOPARD DUPLÉ DOMINANT II, 53 seats, power door. Interior — grey; Exterior — blue/white. MoT September 1995

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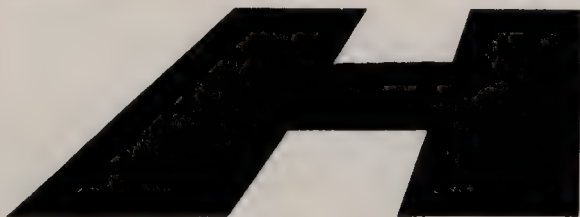
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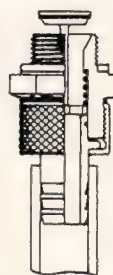
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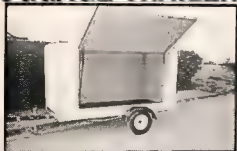


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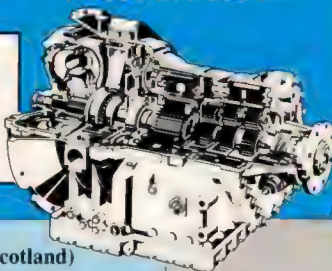


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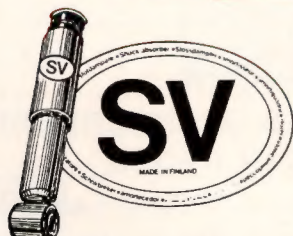
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